TRANSCRIPT OF RECORD

SUPREME COURT OF THE UNITED STATES

OCTOBER TERM, [redacted]

No. [redacted] 155

THE UNITED STATES, APPELLANT,

vs.

AMERICAN ASIATIC STEAMSHIP COMPANY, ET AL.

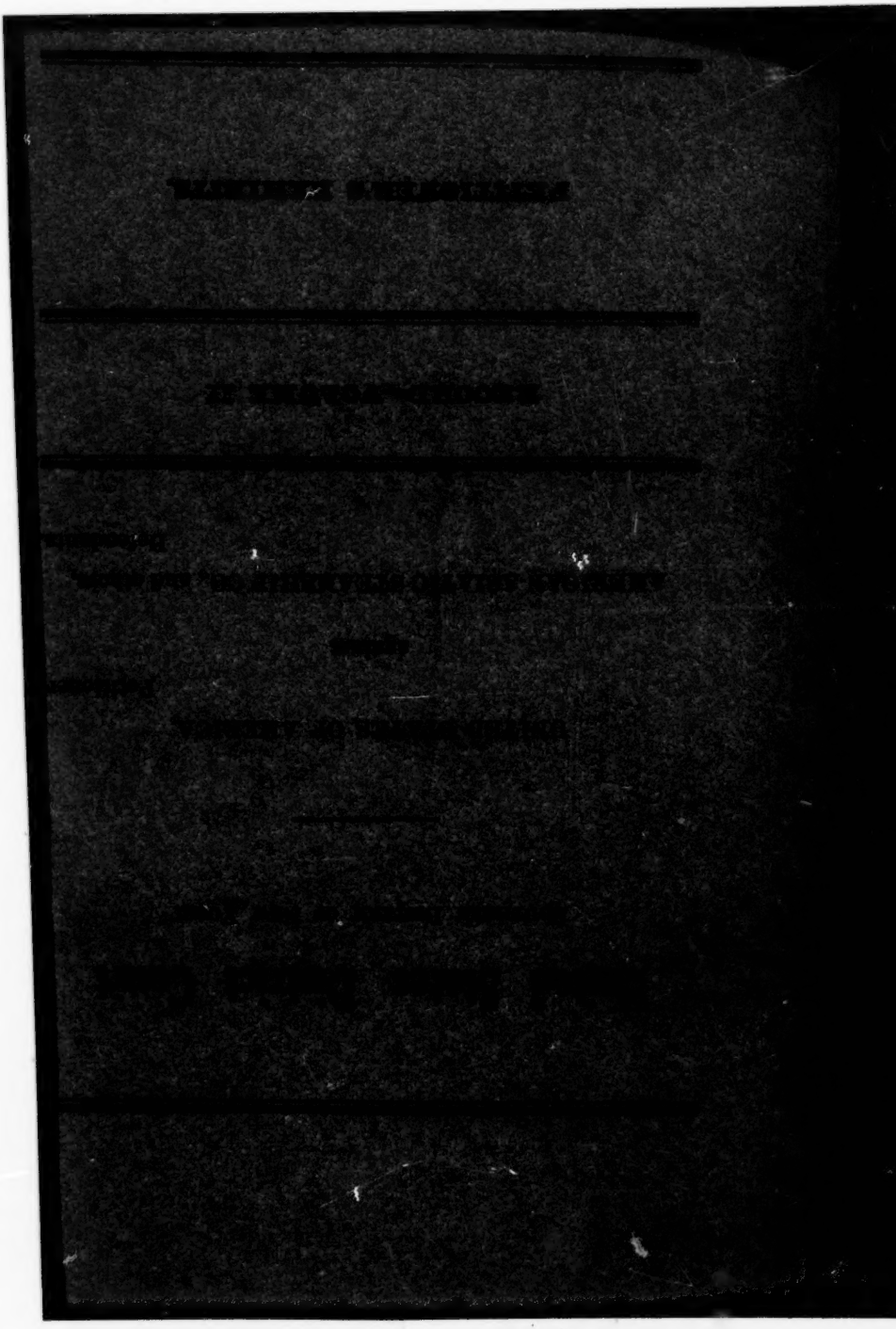
APPEAL FROM THE DISTRICT COURT OF THE UNITED STATES FOR THE SOUTHERN DISTRICT OF NEW YORK.

RECORD: VOLUME 1.

PETITION'S EXHIBITS.

FILED MAY 10, 1915.

(24749)



UNITED STATES OF AMERICA

vs.

AMERICAN-ASIATIC STEAMSHIP CO., et al.

Record—Volume II

Petitioner's Exhibits

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UNITED STATES & CHINA-JAPAN STEAMSHIP LINE.

NEW YORK TO
STRAITS SETTLEMENTS, PHILIPPINES, CHINA AND JAPAN.

Notice to Shippers.

Shippers to the Straits Settlements, Philippines, China and Japan and transhipment points therefrom, are hereby informed that beginning with the S/S "INDRASAMHA," sailed October 21st, 1904, and until further notice, and subject to the conditions and terms set forth herein, the United States and China-Japan Steamship Line will pay to shippers by their Line a bonus of 10%, calculated upon the net amount of the prepaid freight received from such shippers on their shipments from the United States.

The said bonus to be calculated up to the 31st December next, and thereafter every six months up to the 30th June and the 31st December in each year, and to be payable six months after such respective dates to those shippers who, until the date at which the said bonus shall become payable, shall have shipped exclusively by the steamers of this Line, and provided that either as principals or agents they have not directly or indirectly made or been interested in any shipments from the Atlantic seaboard to any of the ports within the above named countries by steamers other than those despatched by the United States and China-Japan Steamship Line.

No bonus will be made on any goods that may have been carried under special agreement, such as kerosene, steel products, phosphate, bridge material, locomotives, etc., etc.

Bonus on freight for transhipment is payable only upon the net local freight to the port of transhipment.

Claim for bonus must be made on the claim-form which will be provided and within twelve months of the date of shipment.

1837 UNITED STATES & CHINA-JAPAN STEAMSHIP LINE.

Liverpool, December 15th, 1904.

NEW YORK TO FAR EASTERN PORTS.

Eastbound. *Original*

SIX MONTHS ENDING

To be signed in duplicate by a Member of the *Firm shipping the Merchandise.*

To the Agents of UNITED STATES AND CHINA-JAPAN
1838 STEAMSHIP LINE.

New York.

Dear Sirs:

Annexed, we beg to hand you a list of our shipments by the Steamers of your Line during the period between
and
on the prepaid freight of which we are entitled to the Bonus of 10%, under the terms of your circular letter of December 21st, 1904, we having fully complied with the terms as set
1839 forth in said circular letter.

Yours faithfully,

These particulars to be filled in by Shipper and to agree with the Bills of Lading—each Bill Lading to constitute a separate item.

Date of Sailing	Steamer	Description of Shipment	Port	B/L No.	Amount of Prepaid Frt.

1840

NEW YORK TO FAR EASTERN PORTS. 1841

Eastbound *Duplicate*

SIX MONTHS ENDING

To be signed in duplicate by a Member of the *Firm shipping the Merchandise.*

To the Agents of UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

New York.

Dear Sirs: 1842

Annexed, we beg to hand you a list of our shipments by the Steamers of your Line during the period between and on the prepaid freight of which we are entitled to the Bonus of 10%, under the terms of your circular letter of December 21st, 1904, we having fully complied with the terms as set forth in said circular letter.

Yours faithfully,

These particulars to be filled in by Shipper and to agree with the Bills of Lading—each Bill Lading to constitute a separate item. 1843

Date of Sailing	Steamer	Description of Shipment	Port	B/L No.	Amount of Prepaid Frt.

1844

1845

Petitioner's Exhibit 2—Rec. 457.

THE INDRA LINE LIMITED,
8 Brunswick Street,
Liverpool.

20th April, 1905.

Messrs. Funch Edye & Co.,
New York.

Dear Sirs:

1846 I am sending you per Parcels Post 12 copies each of the signed Eastward, Westward, and Pooling Agreements, also 30 forms of Eastward and Westward Pooling accounts and particulars of time sheets.

I shall be obliged if you will kindly hand over 2 forms of each of the above mentioned to The American & Asiatic and the American & Oriental Line, and 2 copies of each of the Westward papers and Pooling Agreement to The Standard Oil Co.

Kindly acknowledge receipt.

1847 Yours truly,

T. B. ROYDEN,
Per P. S. R.

Petitioner's Exhibit 3—Rec. 457.

MEMORANDUM OF AGREEMENT
regarding the trade between
JAPAN, CHINA MANILA, STRAITS,
and
MALABAR COAST, TO U. S. A. VIA SUEZ.

1848

JAPAN, CHINA, MANILA, STRAITS AND MALABAR COAST TO EAST COAST, U. S. A., VIA SUEZ.

It is desirable to prevent competition for the same cargo among the representatives in the Far East of the Signatories hereto, and also to prevent their steamers from clashing while loading.

It is therefore agreed as follows:

Rates of Freight. 1849

1.—That the rates of freight to New York and/or other ports on the East Coast of the U. S. A., from all ports East of Singapore, shall be controlled and determined by the Agents in Hong Kong, who shall all work together for this purpose; Agents at all other ports to be expressly prohibited from making a rate on any commodity or reducing any existing rate without the sanction of the Hong Kong Agents in each case. The allotment of space to be filled shall be in the hands of the Hong Kong Agents of each steamer.

2.—That the Agents in Hong Kong before naming or re- 1850
ducing a rate from that port, or any port East of Singapore, shall confer and agree amongst themselves as to the rate to be named and/or reduction to be made.

Competition.

3. That the rates thus made shall be the minimum rates accepted, and no reduction from such rates shall be made unless unanimously agreed to by all the representatives in Hong Kong of the parties named; except only that in the event of any outside steamer loading and quoting a lower rate at any port than the boats of the parties named, then 1851
the Joint Agents at that port may allow the boat preceding and following, or alongside (two only) such competing steamer to accept whatever rate the competing steamer may quote, but it is understood that the Hong Kong body is to be consulted beforehand, if possible.

Singapore and Penang.

4.—That the rates of freight from Singapore and Penang shall be fixed and altered by the Agents at Singapore of the parties named, in conference, in exactly the same manner as provided in Clauses 2 and 3 as regards Hong Kong. 1852

Rebates, Brokerage, &c.

5.—That no private rebate, brokerage (except such as is customary to a legitimate broker), share of commission or refund of any kind, be paid to any one, directly or indirectly. All existing contracts to be declared by the various signatories.

1853 *Agents.*

6.—That no more than one firm of Agents for the Westward business of each Line is to be allowed at each port, except that in the Straits Messrs. Boustead & Co. and Messrs. Huttenbach Bros. & Co. may act as Joint Agents for the American & Oriental Line.

Number of Sailings.

7.—That on a basis of 46 loadings per annum, it is agreed that this total shall be divided as follows:

1854

DODWELL & Co., LTD.	15½ xx loadings	
T. B. ROYDEN, THE HAMBURG-AMERIKA LINIE and THE UNION S. S. Co. of Hamburg	10½ xx	"
SHEWAN, TOMES & Co.	7	"
ANGLO-AMERICAN OIL Co.	8	"
THE AMERICAN & ORIENTAL LINE	5	"
	46	"

1855 The Anglo-American Oil Co. to confine its loadings as far as possible to its own steamers.

No other loadings to be admitted except by consent of two-thirds of the votes of the Signatories, based on their respective number of loadings.

The sailings allotted above to each of the Signatories shall be distributed as nearly as possible at regular intervals throughout the twelve months, and the order of taking the berth shall be mutually arranged by all the Agents in Hong Kong.

Reduction and Increase of Sailings.

1856 8.—That in the event of the 46 loadings specified above proving too few or too many for the trade of any one year, the share of the five interests dividing these 46 turns shall be increased or reduced proportionately as may be found necessary. If a reduction should become necessary, the U. S. and C. J. Line interest to reduce first, and the second reduction to be made by the Dodwell interest. The other interests to follow in turn. On the other hand, should an increase in the number of sailings be found necessary, the American &

Oriental Line is to have the first increase, the U. S. & C. J. Line the second, Dodwell & Co. Ltd. the third, and the other interests to follow in turn. 1857

Notice of intention to load.

9.—That as soon as possible a schedule be drawn up in England shewing the approximate dates for the despatches allocated to the Various Lines for the ensuing 12 months, and that the earliest possible notice shall be given by any one of the Signatories to each of the others of his intention to load any given steamer on this berth; such notice shall be given in Hong Kong not less than six weeks before the 1858 date on which the steamer is expected to be ready to begin loading at Yokohama or other first port as may be decided by the Committee. Messrs. Shewan, Tomes & Co., or any Interest requiring to charter, shall not be required to give more than three weeks' notice, but shall do all in their power to give a longer notice.

Substitutes.

10.—That a steamer having been declared and her turn agreed, and being subsequently withdrawn from the berth, may be replaced by another of the same Signatory, provided 1859 that the position of the latter is similar to that of the boat withdrawn, and that in carrying capacity the two steamers are about equal or that the Agent agrees to accept as a full loading for the substitute the capacity of the boat withdrawn. Otherwise a substitute can be put in only by general consent, or the turn will be lost.

11.—That if any one party should at any particular time be short of tonnage, and another of the Signatories have a surplus of vessels at the same time, the wants of the former may be supplied by the latter, but the Agents of the former 1860 shall load the steamer and receive the usual commission for so doing. If at any given time *none* of the Signatories should have prompt tonnage to meet the requirements of the trade and fill a turn, it is desirable that the wants be supplied by preference from steamers belonging to the "Lines" trading regularly with the Far East, and for this purpose Messrs. T. B. Royden, of Liverpool, Wm. Adamson & Co., of

1861 London, and Dodwell & Co., Limited, of London, are hereby authorized to act in the matter when called upon to do so by the Agents generally in Hong Kong. Such steamer to be loaded by her own regular Agents.

Movements of Steamers.

12.—That the movements of the boats at loading ports East of Hong Kong shall be regulated by the Hong Kong Agents, so that the berth be kept as well supplied with tonnage as possible at fairly regular intervals, and the boats shall not be allowed to "jockey" each other.

1862

Loading Ports.

13.—That all boats shall load at Yokohama; Kobe; Shanghai (if 300 tons or over offer); Foochow (if 300 tons or over offer); Amoy (if 200 tons or over offer); Hong Kong; Manila (if 800 tons of Hemp, or 2,000 tons measurement offer); Singapore; and the Malabar Coast (if 1,000 tons of local scale, or say 1,250 tons of 40 cubic feet offer, but no steamer shall be compelled to load at more than six of these ports altogether, unless as provided under Clause 15. One at least of these six ports to be either Kobe or Yoko-

1863 hama, provided not less than 300 tons be obtainable, in any case the steamer must retain the loading turn originally assigned to her. It is within the discretion of the Hong Kong Agents to vary the ports named above, either by omission or substitution.

Straits Cargo Reservation.

14.—That each boat shall reserve for Singapore and/or Penang, a minumum of 1/8 of her capacity, until the Singapore Agents shall advise the Hong Kong Agents (as a body)

1864 that less space is required.

Insufficiency of Cargo.

15.—That in the event of any steamer finding a difficulty in obtaining all the cargo she requires to fill up without delay to herself and the steamer or steamers following her, her Agents shall be bound as far as possible to fill her requirements by accepting cargo at any or all of the ports named in Clause 13. Should she be unable by so doing to get the bal-

ance required, or by calling at some port or ports not far out of the steamer's usual route, she may be allowed to wait and block the boats behind her, but not otherwise. 1865

Agents.

16.—The Agents of the parties named at Singapore, Hong Kong, Manila and Cochin, are as follows:

HONG KONG.

Hamburg-Amerika Linie	*H. A. Agent.*
Union S. S. Co., of Hamburg	*Carlowitz & Co.*
T. B. Royden	*Jardine, Matheson & Co.* 1866
Dodwell & Co., Limited	*Dodwell & Co., Limited.*
Shewan, Tomes & Co.	*Shewan, Tomes & Co.*
Anglo-American Oil Co.	*Standard Oil Co.*
American and Oriental Line	*Arnhold, Karberg & Co.*

SINGAPORE.

Hamburg-Amerika Linie	*Behn, Meyer & Co.*
Union S. S. Co., of Hamburg	*do.*
T. B. Royden	*do.*
Dodwell & Co., Limited	*Paterson, Simons & Co.*
Shewan, Tomes & Co.	*Gilfillan, Wood & Co.* 1867
Anglo-American Oil Co.	*Standard Oil Co.*
American and Oriental Line	*Boustead & Co., and Huttenbach Bros. & Co.*

MANILA.

Hamburg-Amerika Linie	*Behn, Meyer & Co.*
Union S. S. Co., of Hamburg	*do.*
T. B. Royden	*Stevenson & Co.*
Dodwell & Co., Limited	*Macondray & Co.*
Shewan, Tomes & Co.	*Castle Bros., Wolf & Sons.*
Anglo-American Oil Co.	*Standard Oil Co.* 1868
American and Oriental Line	*Smith, Bell & Co.*

1869 MALABAR COAST.

Hamburg-Amerika Linie	*Volkart Bros.*
Union S. S. Co., of Hamburg	*do.*
T. B. Royden	*do.*
Dodwell & Co., Limited	*Pierce, Leslie & Co.*
Shewan, Tomes & Co.	*do.*
Anglo-American Oil Co.	—
American and Oriental Line	—

to each of whom a copy of this Agreement shall be sent by his principal by the mail leaving London on the 29th July, 1904,
1870 with instructions that it is to be honourably carried out in spirit as well as letter.

Instructions to Agents.

17.—That each of the parties named will instruct their Agents at every Japanese and Chinese port by the mail of July 29th, 1904, that, as regards this berth, the Agents are to do nothing in the way of quoting rates except under instructions from the *Hong Kong Agents* (except as provided in Clause 3); that the other Agents' telegrams to their prin-
1871 cipals are to be sent through or repeated to the Hong Kong Agents: and that at all ports they are to work together with the representatives of each of the parties to this Agreement in carrying it out, for which purpose a copy is to be sent them for their private information.

Basis of Rates.

18.—That in fixing rates the Agents in Hong Kong and Singapore shall endeavour to do so on a basis reasonably profitable to the shipowner, without being so high as to attract competition or impede trade in any commodity.

1872 *Limit of Carrying.*

19.—That no steamer shall carry more than a total of 6,000 tons of weight and/or measurement from Japan, China and Hong Kong, except by the consent of all the parties in Hong Kong.

Rebate Scheme.

1873

20.—That in order to preserve the trade as far as possible for those recently and now supplying it with tonnage, it is considered necessary that shippers should be bound to them by a system of deferred rebates, made payable to the shippers in the Far East, so as to avoid raising the question of the legality in the United States of such an arrangement, and it is intended to take steps at once to formulate a plan for carrying out this idea.

Rebates at Straits Settlements and Malabar Coast.

1874

21.—It is evident that this arrangement cannot be complete without extending the system of co-operation and of rebates to the Straits Settlements and the Malabar Coast, and the intention is to give effect to this point.

Notice of termination.

22.—That this agreement be in force from the 1st January, 1905, and remain in force until cancelled by any of the parties hereto giving six months' written notice of a desire to withdraw. Such notice not to be given previous to the first day of January, 1906.

1875

23.—In order to preserve harmonious relations with one another, and to avoid friction, the Signatories bind themselves and their respective supporters, during the currency of this Agreement, to abstain from attacking, or competing for, any trade in which any other of the Signatories may at present be engaged.

Penalties.

24.—That any breach of this Agreement in respect of the agreed conditions by any one or more of the Signatories shall render each offender liable to a penalty of One Thousand Pounds Sterling (£1,000 0s. 0d.), or a forfeiture of all profits made by the breach whichever amounts to the most money. The amount of such penalty or forfeiture shall be divided among the other Signatories *pro rata* according to their interests in the annual loadings agreed. In the event of such breach being committed through inadvertence or without knowledge on the part of the offending Signatory, or his

1876

1877 Agents or principals, the penalty of One Thousand Pounds shall not be exacted, but the gross profit made through such breach shall be forfeited and divided as above.

This Agreement was made and completed in London, on as per Signatures attached.

Petitioner's Exhibit 4—Rec. 457.

1878 **Pooling Agreement** *between the Owners (including Chartered Owners) of the Steamers now being run or to be run in the trade between the Atlantic Ports of the United States and the Far East as set forth in the Agreements dated 13th day of April, 1905.*

In order to consolidate the position of the Associated Lines and to provide a method of meeting outside opposition that may be effective, and at the same time fair and equitable to all concerned, it is hereby agreed that the net freights earned by all the steamers loaded from the Atlantic Ports of the
1879 United States to the Far East, and *vice versa* in accordance with the terms of the Eastward and Westward Agreements, dated 13th April, 1905, shall be Pooled and treated as hereinafter provided.

1.—The Steamers run in the trade Eastward and Westward respectively shall be managed and disbursed by their respective Owners as at present, who shall make up as soon as possible after the termination of each steamer's voyage Eastward and/or Westward a statement showing all the necessary Pooling particulars in the forms prescribed and
1880 attached. These statements, together with all supporting vouchers, copies of Manifests, Certificates of Cargo space and deadweight capacity and time statements showing dates and time of all arrivals and departures in prescribed form, are to be forwarded as soon as possible to T. B. Royden, Liverpool, who shall prepare at the end of each year two general Pooling Accounts, one for all the Eastward Voyages and one for all the Westward Voyages during the year, in which the Owners of each of the said Steamers shall be debited with all net freights received by them in respect of such voyages,

and the respective Pooling Accounts credited with the same, and a proper distribution of the balance of such Pool shall be made as below. 1881

2.—The net freights above referred to shall be arrived at by deducting from the whole gross freights (being all freights received in respect of cargoes carried by the steamers whether under deck or on deck, in holds or in peaks, whether chartered freights or on ship's account), the following:—

(*a*) The whole of the steamer's Port Charges (except as specified at the end of this clause), Compulsory Pilotages, Tonnage Dues, Light Dues, Suez Canal Dues and incidental charges, Wharfages, Customs' Overtime, Surveys on Holds and Hatches, Towages and Removals in Harbour Boatman and running lines for cargo purposes, ordinary advertising in all Ports (but not advertisements *re* Passengers or Crew), Agents' Fees, say £10 10s. 0d., at each outward Port of discharge and ½% on the Westward freight at New York, or other Port of discharge in U. S. A. cables (except private), Watchmen, Consular Fees (except where incurred on account of crew on basis of British Consular Charges, Bills of Health, etc., and quarantine expenses, except such as are due to an outbreak of sickness on board or to carrying passengers, and in the case of any steamer proceeding via the Cape Route by order of the Conference, a sum equal to Forty per cent. of the Suez Canal dues thereby saved to the Pool. Port expenses at ports at which steamers call for the exclusive purpose of coaling, supplies or repairs, and/or in distress or under general average or on account of passengers, are not to be deducted from the gross freights. 1882 1883

(*b*) All loading and discharging expenses, viz., Stevedoring Bills (including overtime), tallying cargo, dunnage, cost of magazines, charges on transshipments, cartages, etc., insurance on cargo stored and awaiting shipment, lighterage and storage, charges on heavy lifts and gratuities to wharfingers. Ships to provide gear to lift cargo up to five tons weight, and sufficient steam to run all winches simultaneously. 1884

1885 (*c*) All loading commissions (say 5% on the freight), brokerages, rebates, transshipments, cartages, railages and storages. In the event of it being found necessary in the Interests of the Conference to pay a War premium on any steamer or freight, an equitable contribution, based on the rate current at the time the necessity is notified to the owners in question, shall be made by the Pool to them.

(*d*) All discounts, rebates or allowances received back by the Owners on any of the above charges are to be credited back to the Pool.

1886 3.—The respective Pooling Accounts shall then be debited, and the Owners of the several steamers shall be credited with the following:—

EASTWARD POOL.—Initial Hire and Coaling Allowance as specified in sub-clauses A and C.

WESTWARD POOL.—Initial Hire and Coaling Allowance as specified in sub-clauses B and D.

INITIAL HIRE is to be reckoned at the rate of 60d. per day of 24 hours per ton of 40 cubic feet of bale space
1887 provided for cargo while the steamer is on hire to the Pool either Eastward or Westward. The total times, while in Port, are to be added together, fractions of a day of 12 hours or over are to count as a whole day, under 12 hours are not to count. While at sea Initial Hire is to be counted as one day for each 240 nautical miles steamed as per schedule of distances attached hereto, the total distance steamed being divided by 240 miles, and any fraction of 240 miles remaining over to be counted as one day if one-half or over, and not to count if less than one-half.

1888 It is understood that under no circumstances can a steamer be earning Initial Hire at one and the same time from both Eastward and Westward Pools, nor does a steamer earn Initial Hire when not available in Port for cargo working through dry-docking, or repairs, or other causes, nor when in port for Ship's purposes only, viz.: Coaling and otherwise, as provided in Clause 5.

COALING ALLOWANCE is to be reckoned at the rate of 16d. per unit ton of 40 cubic feet of bale space provided for cargo for each 50 nautical miles steamed, as per schedule attached hereto, the total distance steamed being divided by 50, and any fraction remaining over to be counted as 50 miles if one-half or over, and not to count if less than one-half. Under no circumstances can a steamer earn coaling allowance for the same distance steamed at the same time from both Eastward and Westward Pools. Owners are to guarantee that their Steamers shall proceed at full usual speed whenever practicable, but not necessarily at exceeding 10 knots average.

(A) Initial Hire Eastward is to begin when the steamer is ready to go on the loading berth at her assigned first port of loading, or in the event of such assigned port being other than New York at such date as would allow her time on the basis of 240 miles per day, to proceed from her last preceding port or New York, whichever is nearer, to such Port, when she is not already at such assigned port. Initial Hire is not to count before the date allotted to the steamer by the New York Conference Committee, and is to continue (subject to the general provisions above) as follows:

In the event of a steamer not entering on a Westward Pool voyage immediately after her Eastward Pool voyage, till the completion of her discharge at her last port. In the event of a steamer making her last port of Eastward discharge her first port of Westward loading, till completion of her discharge. In the event of a steamer beginning her Westward loading at the penultimate port of Eastward discharge, the Initial Hire due to such steamer for the time she is in that port and in her last port of discharge (i. e. the second port of loading) shall be allotted to the Eastward and Westward Pools in proportion to the number of manifest tons loaded and discharged at such ports. In the event of a steamer completing her discharge at some other port than a port in Japan between Nagasaki and Yokohama by either route, extra Initial Hire and steaming allowance shall be allowed to such steamer from the completion of her discharge on the

1893 basis of the Schedule distance from such port to Moji Kutchinotzu or Yokohama, whichever distance is least.

(B) INITIAL HIRE WESTWARD is to begin when a steamer is ready to begin loading at her first assigned loading port (subject to the provisions of sub-clause A. as to the penultimate port of Eastward discharge being the first port of Westward loading), or in the event of a steamer being ordered from the port where her Eastward Initial Hire ends to any other first port of loading, from the time she is ready to leave such port of termination of Eastward Initial Hire.

1894 In the case of a steamer not loaded out on the Eastward pool berth, her Initial Hire Westward shall start from such port in Japan as may be assigned by the Hong Kong Conference Committee, but in the event of her being ordered to begin loading at some port not in Japan, should such assigned port be at a greater distance from her last port of Eastward discharge than the nearest of the Japanese ports named in the preceding paragraph 3a, an allowance for such extra distance is to be made on the 240 mile a day basis.

Initial Hire is not to count before the date allotted to the
1895 steamer by the Hong Kong Conference Committee.

Initial Hire is to continue (subject to the general provisions above) till completion of the steamer's discharge at her last port in the U. S. A.

(C) COALING ALLOWANCE EASTWARD is to be reckoned according to the total schedule distances steamed, such distances to be those for which the steamer is credited with Initial Hire under Clause 3A.

(D) COALING ALLOWANCE WESTWARD is to be reckoned ac-
1896 cording to the total schedule distances steamed, such distances to be those for which the steamer is credited with Initial Hire under Clause 3B.

4.—The balances of the said Pooling Accounts, after crediting them and debiting them with the amounts as aforesaid, shall be ascertained, and the rate per cent. which such balances bear to the total of the Initial Hire credited to the Owners of all the steamers included in the Respective Pools

shall be calculated. The Owners of each steamer are to be 1897
then credited with an amount the equivalent of the rate per cent. so ascertained upon the amount of the initial hire of each of such owners' steamers included in each Pool—as for instance, should the balance remaining equal 10% on the total Initial Hire paid for all the steamers in either Pool, the Owners of each steamer will be credited with an additional 10% upon the Initial Hire money of their steamer. Those Owners who are then found to be indebted to the Pool shall forthwith pay the amount of such indebtedness to the Pool Managers, and the Managers upon receipt of same shall pay to the Owners who have a balance in their favour the amount 1898
of such balances.

The Pooling Accounts shall be made up every 12 months, and shall cover all the steamers commencing to load out or home from January 1st to December 31st in any one year, but in the event of any one or more of the said steamers being lost, missing or in any way incapacitated by serious accident from completing her voyage in ordinary course, this Agreement shall be terminated as regards such steamer as from the date upon which she finished her preceding outward or homeward voyage as hereinbefore provided, unless upon 1899
the happening of any such event it be otherwise arranged between the parties hereto.

5.—In the event of loss of time from deficiency of men or stores, quarantine through sickness or infection on board, break-down of machinery, stranding or damage, preventing the working of the vessel for more than 24 consecutive hours, the payment of Initial Hire shall cease until the steamer be in an efficient state to resume her service; but should the vessel be driven into port or to an anchorage by stress of weather or by any accident to the cargo, or should she be de- 1900
tained by quarantine regulations not due to sickness or infection on board nor to the carrying of passengers, such detention or loss of time shall not be deducted from the period for which Initial Hire shall become due, but any contribution recoverable by the steamer from General Average on account of the above is to be credited to the Pool. No Hire is payable during such time as a steamer is in a port or call for bunker purposes only, or is not entirely available for cargo purposes,

1901 as for example when dry-docking or undergoing structural repairs. Due notice of the time and date of such docking and/or repairing must be given in by the Agents of the steamer concerned to the secretary or official representative of the local Conference Agents at the time of the occurrence.

6.—No party shall participate in the Pooling of any portion of the out and home voyage in respect of any steamer whose freight, Eastward or Westward as the case may be, is not brought into account and Pooled.

1902 7.—Should any steamer be entitled by arrangement made by the Conference as a whole to receive any special payment or allowance on any voyage out of the Pool, the amount thereof shall be credited to the owners of that steamer in the next Pooling Account, before division.

8.—Passage money (if any) shall not be brought into the Pool, but each Owner shall defray all expenses and undertake all risks connected with the conveyance of passengers either eastwards or westwards, and shall retain any passage money received on this account in respect of his steamers for his sole benefit, but in case the space or dead-
1903 weight capacity required for Pool purposes be reduced thereby a suitable allowance shall be made to the Pool.

9.—Freight on Deck cargo, including live stock, is to be treated as ordinary freight, but in the case of live stock the risk is to be for ship's account. Expenses of carrying live stock are to be treated as loading and discharging expenses, under clause 2, sub-section b. Attendants' passages are to be allowed for to ship at the rate of 2/6d. per diem, unless they provide their own food in which case no charge is to be made.

1904 10.—CARGO SPACE.—The actual space available for cargo in any steamer loaded under the provisions of this Agreement shall be measured in New York before loading commences, or after discharge is completed as the case may be, by an approved measurer, to be appointed by the Conference Agents, as soon as convenient, and the measurements so effected shall then be scheduled in tons of 40 cubic feet in the schedule attached to this Agreement. In the case of

both Eastward and Westward steamers, the Agents at the last Port of Loading must give a Certificate showing the spaces (if any) available for cargo but not used through lack of cargo or similar causes. 1905

These measurements shall be accepted by all parties hereto as showing the correct actual space available for cargo. Peaks Lazarettes or any other similar spaces, only if used for cargo, are to be measured and allowed for. A Certificate must be granted in the case of steamers on the Eastward berth after completion of loading in New York by the Official Measurer, and in the case of steamers on the Westward berth on completion of loading at the last Port of call for cargo, by the representative of the Conference Agents at that Port, showing the amount of deadweight capacity available for cargo; which certificate must be forwarded in due course, with particulars of the measurements and other Pool documents, to the Pool Managers for their inspection. 1906

11.—In the event of there being insufficient cargo to fill the available cargo space and to put the vessel down to her marks, the Owners bind themselves to use their best endeavours to utilise the extra space or deadweight capacity thus obtained for bunker purposes. Any economy thereby obtained is to be credited to the Pool. 1907

12.—The Owners of each steamer shall pay the whole of the working expenses of their steamer of every kind whatsoever, which are not specially provided for in this Agreement, and shall undertake all risks and responsibilities connected with such steamer, which are not specially provided for in this Agreement.

13.—Each steamer undertakes to give 14.5 cwts. lifting capacity per ton of 40 cubic feet of cargo space when required, failing which her units for Pooling shall be reduced accordingly. Unless otherwise mutually agreed the limit of size of steamers employed either Eastward or Westward shall be 10,300 tons of 40 cubic feet bale space, but steamers which have been regularly running in the trade for one voyage or more, or are now loading, are to be admitted to the Pool even though in excess of the limit above. 1908

1909 14.—The Conference Agents are authorised to engage lawful Coast Freight, Live Stock, Explosives and Deck Cargo of a harmless nature for account of the Conference, which the respective owners are bound to carry on their steamers provided the seaworthiness or safety of the vessels be not jeopardised thereby, and such freight shall be considered part of the gross freight either Eastward or Westward as the case may be.

15.—Should it be found that through unforeseen circumstances the provisions of this Pooling Agreement press hardly
1910 on any individual steamer, it is agreed that the signatories shall take the matter up and deal with it in the spirit of this Agreement, which is that there should be a general community of interest and that all should share equally in the advantages or, if need be, the losses that may arise therefrom.

16.—Should any disputes arise under this Agreement they are to be left to the decision of the signatories to this Agreement, whose voting power shall be *pro rata* to their share in the business.

1911 Should any decision so arrived at be objected to by any party or parties hereto, the matter shall be referred to the decision of two Arbitrators, who shall be commercial men in London, New York, or Hong Kong, whichever place in the opinion of the majority of the signatories, as above, is best suited for the purpose, one to be appointed by the party or parties claiming or objecting as the case may be, and the other by the party or parties against whom the claim or objection is made, or in the case of a question as to the validity of a settlement by those parties who are content with the settlement as presented; with power to such
1912 nominated Arbitrators to appoint an Umpire whose decision shall be final and conclusive between all the parties to this Agreement, and for the purposes of any such reference this Agreement shall be deemed to be a submission to Arbitration within the meaning of the Arbitration Act, 1899, or any statutory modification or re-enactment thereof for the time being in force, the provisions whereof shall apply as far as applicable.

17.—This agreement is in force as regards the Eastward Pool from the first steamer leaving New York on or after April 1st, 1905, and as regards the Westward Pool from the first steamer leaving Yokohama on or after April 1st, 1905. 1913

Notice to terminate this Agreement may be given by any of the signatory parties at any time not less than 12 months from the date of signature: such notice shall only take effect at the end of the current Pool period, but if the notice be given within three months of the end of a current Pool period it shall not take effect till the end of the Pool period next succeeding; provided always that it does not continue after the termination of the Eastward or Westward Agreements as the case may be. 1914

This Agreement was made and completed in London, on 13th April, 1905, as per Signatures attached on the following page.

DODWELL & CO., LTD.,
THOS. M. DERMER.

p. p. T. B. ROYDEN, and by written Authority of the HAMBURG AMERICA LINE, and the "UNION" S. S. Co., of Hamburg, 1915
P. L. ROOPER.

By Authority of BARBER & Co., INCD.,
WALTER CHAMBERS.

For the LANCASHIRE SHIPPING COY.,
JAMES CHAMBERS & CO.

By Authority of RANKIN, GILMOUR & Co.,
WALTER CHAMBERS.

WILLIAM ADAMSON & CO.,
on behalf of Messrs. SHEWAN, TOMES & Co. 1916

For the AMERICAN & ORIENTAL LINE,
HOWARD HOULDER & PARTNERS, LTD.,
ALEX. FREELAND, Director,
General Managers.

p. pro. ANGLO-AMERICAN OIL CO., LTD.,
JAS. MCDONALD, Director.

1917 WITNESS to the Signatures of THOS. M. DERMER, P. L. ROOPER, WM. ADAMSON & CO., ALEX. FREELAND and JAS. MCDONALD.

ARCHD. MACLEAN,
Manager Shipping Department,
ANGLO-AMERICAN OIL CO., LD.,
22 Billiter Street, London, E. C.

WITNESS to the Signatures of WALTER CHAMBERS, and MESSRS. JAS. CHAMBERS & CO.

1918 THOS. M. DERMER.

NOTES.

The allocation of expenses at first port of loading and the last port of discharge.

When a Steamer comes on hire to "one Pool" after just completing a voyage in the "other Pool," in the same port, then

Only the outward expenses and those connected with the outward voyage from such port shall be paid at the
1919 first Port of Loading by the "one Pool," and the remaining Pool charges shall be paid by the "other Pool" (provided, of course, that there is no time intervening between the coming off hire and the coming on again, in which case the owner must bear his actual expenses incurred during such interval).

When a Steamer comes on hire to either Pool after just completing a voyage that is not being pooled, then the same principle shall apply.

When a Steamer comes off hire from "one Pool" and
1920 immediately proceeds to her allotted berth in the "other Pool," in the same port, then

Only the inward charges and the expenses connected with the finishing voyage at such port shall be charged to the "one Pool," and the remaining Pool charges shall be paid by the "other Pool," provided, of course, that there is no time intervening between the coming off hire and the coming on again, in which case the owner must bear his actual expenses incurred during such interval.

When a Steamer comes off hire from either Pool and proceeds upon any voyage which is not going to be pooled, then the same principle shall apply. 1921

Refunds of Freight, Special Rebates and Returns to Shippers.

Refunds of Freight, Special Rebates, and Returns to Shippers, are to be treated in the freight account as deductions from freight and not as disbursements.

Deferred Rebates.

The same applies to the Conference Deferred Rebates.

1922

Loading Commission.

The 5% loading commission should be debited in each Pool's disbursement account of the Port at which it is earned, and should be so stated as to be easily checked, distinguishing between the freight prepaid and that payable at destination.

The 5% loading commission is payable upon the Gross Freight after deducting therefrom any Special Rebates (not deferred) or Returns to Shippers.

DEFINITION OF CABLES, &c., the cost of which is payable by the Conference in the proportions of their respective Shares in the Business. 1923

All cables, telegrams and postages sent officially by the recognised medium of communication, or by any firm at the general request of the others interested, and dealing with questions of general policy or management, or negotiating for special blocks of cargo on Conference account, or advising movements and earnings of steamers on the berth, or by any of the recognized Agents of the respective Members of the Conference offering cargo and enquiring for Special Rates, &c., are chargeable to the Conference and will be adjusted half yearly, viz.: on the 31st March and 30th September in each year. A separate account shall be rendered against the Eastward Pool, and a separate account against the Westward Pool, each account being accompanied by a statement containing an epitome of the contents of each cable or telegram. No other cables are chargeable to either the Conference or the Pools. 1924

1925 Conference expenses, including the above, are to be adjusted as follows:

Those incurred at U. S. Ports are to be adjusted at New York; in U. K. are to be adjusted by the Pool Adjuster; and at the whole of the Eastern Ports, at Hongkong.

Petitioner's Exhibit 5.

POOLING RULES.

1926 Stipulated at page 239 of record that this exhibit need not be printed, Exhibit 4 annexed to the Petition being a true copy thereof.

Petitioner's Exhibit 6. Id.

Marked for identification at page 41 of record, was not offered in evidence.

Petitioner's Exhibit 7—Dodwell 51.

1927 Original

MEMORANDUM OF AGREEMENT
Regarding the Trade Between
JAPAN, CHINA, MANILA, STRAITS,
And
MALABAR COAST, To U. S. A. Via SUEZ.

Supplementary Agreet.
re Indemnity for strs loading
against opposition strs } on page 8

1928 JAPAN, CHINA, MANILA, STRAITS AND MALABAR COAST TO EAST COAST, U. S. A., VIA SUEZ.

It is desirable to prevent competition for the same cargo among the representatives in the Far East of the Signatories hereto, and also to prevent their steamers from clashing while loading.

It is therefore agreed as follows:

Rates of Freight. 1929

1.—That the rates of freight to New York and/or other ports on the East Coast of the U. S. A., from all ports East of Singapore, shall be controlled and determined by the Agents in Hong Kong, who shall all work together for this purpose; Agents at all other ports to be expressly prohibited from making a rate on any commodity or reducing any existing rate without the sanction of the Hong Kong Agents in each case. The allotment of space to be filled shall be in the hands of the Hong Kong Agents of each steamer.

1930

2.—That the Agents in Hong Kong before naming or reducing a rate from that port, or any port East of Singapore, shall confer and agree amongst themselves as to the rate to be named and/or reduction to be made.

Competition.

3.—That the rates thus made shall be the minimum rates accepted, and no reduction from such rates shall be made unless unanimously agreed to by all the representatives in Hong Kong of the parties named; except only that in the event of any outside steamer loading and quoting a lower rate at any port than the boats of the parties named, then the Joint Agents at that port may allow the boat preceding and following, or alongside (two only) such competing steamer to accept whatever rate the competing steamer may quote, but it is understood that the Hong Kong body is to be consulted beforehand, if possible.

1931

Singapore and Penang.

4.—That the rates of freight from Singapore and Penang shall be fixed and altered by the Agents at Singapore of the parties named, in conference, in exactly the same manner as provided in Clauses 2 and 3 as regards Hong Kong.

1932

Rebates, Brokerage, &c.

5.—That no private rebate, brokerage (except such as is customary to a legitimate broker), share of commission or refund of any kind, be paid to any one, directly or in-

1933 directly. All existing contracts to be declared by the various Signatories.

Agents.

6.—That no more than one firm of Agents for the Westward business of each Line is to be allowed at each port.

Number of Sailings.

7.—That on a basis of 46 loadings per annum, it is agreed that this total shall be divided as follows:

1934

Dodwell & Co., Limited	18	loadings
T. B. Royden, The Hamburg-Amerika Linie and the Union S. S. Co., of Hamburg ...	12	"
Shewan, Tomes & Co.	8	"
Anglo-American Oil Co.	8	"
	46	"

The Anglo-American Oil Co. to confine its loadings as far as possible to its own steamers.

No other loadings to be admitted except by consent of
1935 two-thirds of the votes of the Signatories, based on their respective number of loadings.

The sailings allotted above to each of the Signatories shall be distributed as nearly as possible at regular intervals throughout the twelve months, and the order of taking the berth shall be mutually arranged by all the Agents in Hong Kong.

Reduction and Increase of Sailings.

8.—That in the event of the 46 loadings specified above proving too few or too many for the trade of any one year,
1936 the share of the four interests dividing these 46 turns shall be increased or reduced proportionately as may be found necessary. If a reduction should become necessary, the U. S. and C. J. Line interest to reduce first, and the second reduction to be made by the Dodwell interest. The other interests to follow in turn. On the other hand, should an increase in the number of sailings be found necessary, the U. S. and C. J. Line is to have the first increase, the Dodwell

interest the second, and the other interests to follow in turn. 1937

Notice of Intention to Load.

9.—That the earliest possible notice shall be given by any one of the Signatories to each of the others of his intention to load any given steamer on this berth; such notice shall be given in Hong Kong not less than three (3) weeks before the date on which the steamer is expected to be ready to begin loading at Yokohama.

Substitutes. 1938

10.—That a steamer having been declared and her turn agreed, and being subsequently withdrawn from the berth, may be replaced by another of the same Signatory, provided that the position of the latter is similar to that of the boat withdrawn, and that in carrying capacity the two steamers are about equal or that the Agent agrees to accept as a full loading for the substitute the capacity of the boat withdrawn. Otherwise a substitute can be put in only by general consent, or the turn will be lost.

11.—That if any one party should at any particular time be short of tonnage, and another of the Signatories have a surplus of vessels at the same time, the wants of the former may be supplied by the latter, but the Agents of the former shall load the steamer and receive the usual commission for so doing. If at any given time *none* of the Signatories should have prompt tonnage to meet the requirements of the trade and fill a turn, it is desirable that the wants be supplied by preference from steamers belonging to the "Lines" trading regularly with the Far East, and for this purpose Messrs. T. B. Royden, of Liverpool, Wm. Adamson & Co., of London, and Dodwell & Co. Limited, of London, are hereby authorized to act in the matter when called upon to do so by the Agents generally in Hong Kong. Such steamer to be loaded by her own regular Agents. 1939 1940

Movements of Steamers.

12.—That the movements of the boats at loading ports East of Hong Kong shall be regulated by the Hong Kong

Agents, so that the berth be kept as well supplied with tonnage as possible at fairly regular intervals, and the boats shall not be allowed to "jockey" each other.

Loading Ports.

13.—That all boats shall load at Yokohama, Kobe, Shanghai (if 300 tons or over offer), Foochow (if 300 tons or over offer), Amoy (if 200 tons or over offer), Hong Kong, Manila (if 800 tons of Hemp, or 2,000 tons measurement offer); Singapore, and the Malabar Coast (if 1,000 tons of local scale, or say 1,250 tons of 40 cubic feet offer), but no steamer shall be compelled to load at more than six of these ports altogether, unless as provided under Clause 15. One at least of these six ports to be either Kobe or Yokohama, provided not less than 300 tons be obtainable, in any case the steamer must retain the loading turn originally assigned to her. It is within the discretion of the Hong Kong Agents to vary the ports named above, either by omission or substitution.

Straits Cargo Reservation.

14.—That each boat shall reserve for Singapore and/or Penang, a minimum of 1/8th of her capacity, until the Singapore Agents shall advise the Hong Kong Agents (as a body) that less space is required.

Insufficiency of Cargo.

15.—That in the event of any steamer finding a difficulty in obtaining all the cargo she requires to fill up without delay to herself and the steamer or steamers following her, her Agents shall be bound as far as possible to fill her requirements by accepting cargo at any or all of the ports named in Clause 13. Should she be unable by so doing to get the balance required, or by calling at some port or ports not far out of the steamer's usual route, she may be allowed to wait and block the boats behind her, but not otherwise.

Agents.

16.—The Agents of the parties named at Singapore, Hong Kong, Manila and Cochin, are as follows:

HONG KONG.

Hamburg-Amerika Linie ...	H. A. Agent.
Union S. S. Co., of Hamburg	Carlowitz & Co.
T. B. Royden	Jardine, Matheson & Co.
Dodwell & Co., Limited	Dodwell & Co., Limited.
Shewan, Tomes & Co.	Shewan, Tomes & Co.
Anglo-American Oil Co. ...	Standard Oil Co.

SINGAPORE.

Hamburg-Amerika Linie ...	Behn, Meyer & Co.
Union S. S. Co., of Hamburg	Behn, Meyer & Co.
T. B. Royden	Behn, Meyer & Co.
Dodwell & Co., Limited	Paterson, Simons & Co.
Shewan, Tomes & Co.	Gilfillan, Wood & Co.
Anglo-American Oil Co. ...	Standard Oil Co.

MANILA.

Hamburg-Amerika Linie ...	Behn, Meyer & Co.
Union S. S. Co., of Hamburg	Behn, Meyer & Co.
T. B. Royden	Stevenson & Co.
Dodwell & Co., Limited	Macondray & Co.
Shewan, Tomes & Co.	Castle Bros., Wolf & Sons.
Anglo-American Oil Co. ...	Standard Oil Co.

MALABAR COAST.

Hamburg-Amerika Linie ...	Volkart Bros.
Union S. S. Co., of Hamburg	Volkart Bros.
T. B. Royden	Volkart Bros.
Dodwell & Co., Limited	Pierce, Leslie & Co.
Shewan, Tomes & Co.	
Anglo-American Oil Co. ...	

to each of whom a copy of this Agreement shall be sent by his principal by the mail leaving London on the 29th July, 1904, with instructions that it is to be honorably carried out in spirit as well as letter.

Instructions to Agents.

17.—That each of the parties named will instruct their Agents at every Japanese and Chinese port by the mail of July 29th, 1904, that, as regards this berth, the Agents are

1949 to do nothing in the way of quoting rates except under instructions from the *Hong Kong Agents* (except as provided in clause 3); that other Agents' telegrams to their principals are to be sent through or repeated to the Hong Kong Agents; and that at all ports they are to work together with the representatives of each of the parties to this Agreement in carrying it out, for which purpose a copy is to be sent them for their private information.

Basis of Rates.

1950 18.—That in fixing rates the Agents in Hong Kong and Singapore shall endeavor to do so on a basis reasonably profitable to the shipowner, without being so high as to attract competition or impede trade in any commodity.

Limit of Carrying.

19.—That no steamer shall carry more than a total of 6,000 tons of weight and/or measurement from Japan, China and Hong Kong, except by the consent of all the parties in Hong Kong.

Rebate Scheme.

1951 20.—That in order to preserve the trade as far as possible for those recently and now supplying it with tonnage, it is considered necessary that shippers should be bound to them by a system of deferred rebates, made payable to the shippers in the far East, so as to avoid raising the question of the legality in the United States of such an arrangement, and it is intended to take steps at once to formulate a plan for carrying out this idea.

Rebates at Straits Settlements and Malabar Coast.

1952 21. It is evident that this arrangement cannot be complete without extending the system of co-operation and of rebates to the Straits Settlements and the Malabar Coast, and the intention is to give effect to this point.

Notice of termination.

22.—That this agreement came into force on the 6th of July, 1904, and remains in force until cancelled by any of the parties hereto giving six months' written notice of a desire

to withdraw. Such notice not to be given previous to the 1st day of January, 1905. In the meantime, each of the undersigned will simultaneously telegraph to their Agents that they are to co-operate with the Agents of the others in maintaining rates. 1953

Penalties.

23.—That any breach of this Agreement in respect of the agreed conditions by any one or more of the Signatories shall render each offender liable to a penalty of One Thousand Pounds Sterling (£1,000 0s. 0d.), or a forfeiture of all profit made by the breach, whichever amounts to the most money. 1954
The amount of such penalty or forfeiture shall be divided among the other Signatories *pro rata* according to their interests in the annual loadings agreed. In the event of such breach being committed through inadvertence or without knowledge on the part of the offending Signatory, or his Agents or principals, the penalty of One Thousand Pounds shall not be exacted, but the gross profit made through such breach shall be forfeited and divided as above.

This Agreement was made and completed in London, on July 27th, 1904, as per Signatures attached. 1955

Witness:

(Signed)
H. F. HURBURGH,
Mercantile Clerk,
24 St. Mary Axe.,
London, E. C.

For DODWELL & CO., LTD.
(Signed)
THOS. M. DERMER,
As representatives of various owners.

(Signed)
A. COLENSO,
Clerk to T. B. Royden,
8 Brunswick Street,
Liverpool.

(Signed)
per pro T. B. ROYDEN,
P. L. ROOPER. 1956
Representing his own steamers; those of the Hamburg-Amerika Linie; and those of the Dampfschiffs-Rhederei "Union" Co.

1957 (Signed)
H. TERRY,
Clerk to Wm. Adamson & Co.,
10/11 Lime Street,
London.

(Signed)
WM. ADAMSON & Co.
On behalf of Messrs. Shewan, Tomes & Co., and the American-Asiatic S. S. Company.

(Signed)
W. T. SMITH,
Accountant,
Anglo-American Oil Co., Ltd.,
Shipping Dept.

(Signed)
per pro Anglo-American Oil Co. Ltd.,
JAS. MCDONALD, *Director.*
Representing the Standard Oil Company.

1958

SUPPLEMENTARY AGREEMENT TO CLAUSE 3 of the WESTWARD AGREEMENT.

Supplementing the printed Agreement of July 27th, 1904, regulating the trade from Japan, China, Manila, Straits and Malabar Coast, to East Coast, U. S. A., via Suez, it has been decided that Clause Three does not go far enough to prevent
1959 opposition by authorizing two of the Conference steamers to accept whatever rate the competing steamer may quote.

(a) It is therefore further agreed that in the event of a steamer belonging to other than the interests represented by the Signatories to the Agreement of the 27th July being actually berthed in Japan or China, the Conference rate for the two Conference steamers, designated by Clause Three of that Agreement to meet such opposition, may, subject to approval of the Hong Kong Agents (see Clause D), be immediately reduced on any or all classes of cargo down to in case of need,
1960 one half of the regular rates established by the Conference, such reduced rates still being subject to the ordinary 10% deferred rebate.

(b) The compensation to be given to the steamers engaged in meeting the opposition shall be based on the difference between the rates of freight they themselves earned less the rebate on the various classes of cargo carried and those agreed on as the regular net rates to be obtained by Conference steamers.

(c) Whenever a reduction of this kind becomes necessary, 1961
the loss involved shall be approximately borne by all interested in the Conference pro rata according to their allotted share of the arrangement. The compensation shall therefore be divided out in the ratio of 18/46ths, 12/46ths, and two shares each of 8/46ths, and payment shall be made in London to the Owners of the receiving steamer or steamers one month after the completion of discharge at destination.

(d) This reduction shall take place only when an outsider has actually been committed to the berth, and shall not come into operation until that position has been definitely reached, 1962
and the approval of the "Committee" in Hong Kong has first been obtained.

(e) No reduction shall be made at any port at which the Opposition steamer does not load.

(f) The dividing out of the space in the two steamers, meeting the opposition, among the regular supporters of the Conference, will probably be a matter of some difficulty and delicacy. It must be left to the judgment of the Hong Kong Committee to impress on each port affected that such division must be made in strict fairness to all parties, and to assist 1963
the ports in any way with advice on this point.

(g) The strictest privacy must be observed everywhere as to the existence of the authority conveyed for possible reduction of freight to meet opposition, and for this reason this supplementary agreement shall be communicated only to the Agents in Hong Kong, who shall be instructed that its intention and terms shall not be communicated to any other port.

(h) It is hoped that the rebate system already established will render any reduction of freights unnecessary and in any 1964
case there is no object in sacrificing revenue beyond what may be requisite to meet actual opposition.

1/11/04

1965

Petitioner's Exhibit 8—Dodwell 51.

MEMORANDUM OF AGREEMENT dated 13/4/05

(Called the *Westward* Agreement)

REGARDING THE TRADE BETWEEN

JAPAN, CHINA, MANILA, STRAITS

and

MALABAR COAST, To U. S. A., Via SUEZ.

1966

Hong Kong	2 copies	sent 20/4/05
Foochow	1 "	
Shanghai	2 "	
Kobe	2 "	
Yokohama	2 "	

Gellatly Hankey & Co.
John Warrack Co.
Barber & Co.
Hindustan S. S. Co.
Rankin Gilmour Co.
Jas. Chambers Co.

1 copy to each on 20/4/05

1967

JAPAN, CHINA, MANILA, STRAITS AND MALABAR COAST TO EAST COAST, U. S. A., VIA SUEZ.

It is desirable to prevent competition for the same cargo among the representatives in the Far East of the Signatories hereto, and also to prevent their steamers from clashing while loading.

It is therefore agreed as follows:

Rates of Freight.

1968

1.—That the rates of freight to New York and/or other ports on the East Coast of the U. S. A., from all ports east of Singapore, shall be controlled and determined by the Agents in Hong Kong, who shall all work together for this purpose; Agents at all other ports to be expressly prohibited from making a rate on any commodity or reducing any existing rate without the sanction of the Hong Kong Agents in each case. The allotment of space to be filled shall be in the hands of the Hong Kong Agents of each steamer.

2.—That the Agents in Hong Kong before naming or reducing a rate from that port, or any port east of Singapore, shall confer and agree amongst themselves as to the rate to be named and/or reduction to be made. 1969

Competition.

3.—That the rates thus made shall be the minimum rates accepted, and no reduction from such rates shall be made unless unanimously agreed to by all the representatives in Hong Kong of the parties named; except only that in the event of any outside steamer loading and quoting a lower rate at any port than the boats of the parties named, then the Joint Agents at that port may allow the boat preceding and following, or alongside (two only) such competing steamer to accept whatever rate the competing steamer may quote, but it is understood that the Hong Kong body is to be consulted beforehand, if possible. 1970

Singapore and Penang.

4.—That the rates of freight from Singapore and Penang shall be fixed and altered by the Agents at Singapore of the parties named, in conference, in exactly the same manner as provided in Clauses 2 and 3 as regards Hong Kong. 1971

Rebates, Brokerage, &c.

5.—That no private rebate, brokerage (except such as is customary to a legitimate broker), share of commission or refund of any kind, be paid to any one, directly or indirectly. All existing contracts to be declared by the various Signatories.

Agents.

6.—That no more than one firm of Agents for the Westward business of each Line is to be allowed at each port except that in the Straits Messrs. Boustead & Co. and Messrs. Huttenbach Bros. & Co., may act as Joint Agents for the American & Oriental Line. 1972

Number of Sailings.

7.—That on a basis of 46 loadings per annum, it is agreed that this total shall be divided as follows:

1978 Increase of turns from 46 to 53 (commencing with series 7, 1910) agreed at the Westward Meeting held on the 18th August, 1909.

Dodwell & Co., Ltd.,	18	loadings
U. S. & C. J. Line,	12	"
Shewan, Tomes & Co.,	8	"
Anglo-American Oil Co.,	9	"
American & Oriental Line,	6	"
	53	loadings

1974 The admission of the American & Manchurian Line was agreed in principle on the 16th November, 1910, on the basis of their having six sailings or in other words the same share as the smallest interest but the intimation to the American & Manchurian Line of their admission to the Westward Conference was not given till the 24th December, 1910 (see Minutes of Westward Meeting, 19th January, 1911). Their entry dated from 1st January, 1911, and the proportions of sailings for series 8 were as follows:

Dodwell & Co., Ltd.,	18	Sailings
1975 U. S. & C. J.,	12	"
Shewan, Tomes & Co.,	8	"
Anglo-American Oil Co.,	9	"
American & Oriental,	6	"
American & Manchurian,	6	"
	59	"

The Anglo-American Oil Co. to confine its loadings as far as possible to its own steamers.

No other loadings to be admitted except by consent of
1976 two-thirds of the votes of the Signatories, based on their respective number of loadings.

The sailings allotted above to each of the Signatories shall be distributed as nearly as possible at regular intervals throughout the twelve months, and the order of taking the berth shall be mutually arranged by all the Agents in Hong Kong.

Reduction and Increase of Sailings. 1977

8.—That in the event of the 46 loadings specified above proving too few or too many for the trade of any one year, the share of the five interests dividing these 46 turns shall be increased or reduced proportionately as may be found necessary. If a reduction should become necessary, the U. S. and C. J. Line interest to reduce first, and the second reduction to be made by the Dodwell interest. The other interests to follow in turn. On the other hand, should an increase in the number of sailings be found necessary, the American & Oriental Line is to have the first increase, the 1978
U. S. & C. J. Line the second, Dodwell & Co., Ltd., the third, and the other interests to follow in turn.

Notice of intention to load.

9.—That as soon as possible a schedule be drawn up in England showing the approximate dates for the despatches allocated to the various Lines for the ensuing 12 months, and that the earliest possible notice shall be given by any one of the Signatories to each of the others of his intention to load any given steamer on this berth; such notice shall be given in Hong Kong not less than six weeks before the date 1979
on which the steamer is expected to be ready to begin loading at Yokohama or other first port as may be decided by the Hong Kong Committee. Messrs. Shewan, Tomes & Co., or any interest requiring to charter, shall not be required to give more than three weeks' notice, but shall do all in their power to give a longer notice.

Substitutes.

10.—That a steamer having been declared and her turn agreed, and being subsequently withdrawn from the berth, may be replaced by another of the same Signatory, provided 1980
that the position of the latter is similar to that of the boat withdrawn, and that in carrying capacity the two steamers are about equal or that the Agent agrees to accept as a full loading for the substitute the capacity of the boat withdrawn, if required to do so by the other Conference Agents. Otherwise a substitute can be put in only by general consent, or the turn will be lost.

1981 11.—That if any one party should at any particular time be short of tonnage, and another of the Signatories have a surplus of vessels at the same time, the wants of the former may be supplied by the latter, but the Agents of the former shall load the steamer and receive the usual commission for so doing. If at any given time *none* of the Signatories should have prompt tonnage to meet the requirements of the trade and fill a turn, it is desirable that the wants be supplied by preference from steamers belonging to the "Lines" trading regularly with the Far East, and for this purpose Messrs. T. B. Royden, of Liverpool, Wm. Adamson & Co., of London, Dodwell & Co., Ltd., of London, and Messrs. Howard Houlder & Partners, Ltd., of London, are hereby authorized to act in the matter when called upon to do so by the Agents generally in Hong Kong. Such steamer may be loaded by her own regular Agents.

1982

Movements of Steamers.

12.—That the movements of the boats at loading ports east of Hong Kong shall be regulated by the Hong Kong Agents, so that the berth be kept as well supplied with tonnage as possible at fairly regular intervals, and the boats shall not be allowed to "jockey" each other.

1983

Loading Ports.

13.—That all boats shall load at Yokohama; Kobe; Shanghia (if 300 tons or over offer); Foochow (if 300 tons or over offer); Amoy (if 200 tons or over offer); Hong Kong; Manila (if 800 tons of Hemp, or 2,000 tons measurement offer); Singapore; and the Malabar Coast (if 1,000 tons of local scale, or say 1,250 tons of 40 cubic feet offer), but no steamer shall be compelled to load at more than six of these ports altogether, unless as provided under Clause 15. One at least of these six ports to be either Kobe or Yokohama, provided not less than 300 tons be obtainable, and in any case the steamer must retain the loading turn originally assigned to her. It is within the discretion of the Hong Kong Agents to vary the ports named above, either by omission or substitution.

1984

Straits Cargo Reservation. 1985

14.—That each boat shall reserve for Singapore and/or Penang, a minimum of 1/8th of her capacity, until the Singapore Agents shall advise the Hong Kong Agents (as a body) that less space is required.

Insufficiency of Cargo.

15.—That in the event of any steamer finding a difficulty in obtaining all the cargo she requires to fill up without delay to herself and the steamer or steamers following her, her Agents shall be bound as far as possible to fill her requirements by accepting cargo at any or all of the ports named in Clause 13. Should she be unable by so doing to get the balance required, or by calling at some port or ports not far out of the steamer's usual route, she may be allowed to wait and block the boats behind her, but not otherwise. 1986

Agents.

16.—That the Agents of the parties named at Hong Kong, Singapore, Manila and Cochin, shall be as follows.

HONG KONG.

1987

Hamburg-Amerika Linie ..	H. A. Agent.
Union S. S. Co., of Hamburg	Carlowitz & Co.
T. B. Royden	Jardine, Matheson & Co.
Dodwell & Co., Limited	Dodwell & Co., Limited.
Shewan, Tomes & Co.	Shewan, Tomes & Co.
Anglo-American Oil Co.	Standard Oil Co.
American and Oriental Line	Arnhold, Karberg & Co.

SINGAPORE.

1988

Hamburg-Amerika Linie ..	Behn, Meyer & Co.
Union S. S. Co., of Hamburg	do.
T. B. Royden	do.
Dodwell & Co., Limited	Paterson, Simons & Co.
Shewan, Tomes & Co.	Gilfillan, Wood & Co.
Anglo-American Oil Co.	Standard Oil Co.
American and Oriental Line	Boustead & Co., and Huttenbach Bros. & Co.

1989

MANILA.

Hamburg-Amerika Linie ..	Behn, Meyer & Co.
Union S. S. Co., of Hamburg	do.
T. B. Royden	W. F. Stevenson & Co.
Dodwell & Co., Limited	Macondray & Co.
Shewan, Tomes & Co.	Castle Bros., Wolf & Sons.
Anglo-American Oil Co.	Standard Oil Co.
American and Oriental Line	Smith, Bell & Co.

MALABAR COAST.

1990

Hamburg-Amerika Linie ..	Volkart Bros.
Union S. S. Co., of Hamburg	do.
T. B. Royden	do.
Dodwell & Co., Limited	Pierce, Leslie & Co., Ltd.
Shewan, Tomes & Co.	Volkart Bros.
Anglo-American Oil Co.	Pierce, Leslie & Co., Ltd.
American and Oriental Line	Aspinwall & Co.

to each of whom a copy of this Agreement shall be sent by his principal as soon as possible, with instructions that it is to be honorably carried out in spirit as well as letter.

1991 *Instructions to Agents.*

17.—That each of the parties named will forthwith instruct their Agents at every Japanese and Chinese port, that, as regards this berth, the Agents are to do nothing in the way of quoting rates except under instructions from the *Hong Kong Agents* (except as provided in Clause 3); that the other Agents' telegrams to their principals are to be sent through or repeated to the Hong Kong Agents; and that at all ports they are to work together with the representatives of each of the parties to this Agreement in carry-
1992 ing it out, for which purpose a copy is to be sent them for their private information.

Basis of Rates.

18.—That in fixing rates the Agents in Hong Kong and Singapore shall endeavour to do so on a basis reasonably profitable to the shipowner, without being so high as to attract competition or impede trade in any commodity.

Limit of Carrying. 1993

19.—That no steamer shall carry more than a total of 6,000 tons of weight and/or measurement from Japan, China and Hong Kong, except by the consent of all the parties in Hong Kong.

Rebate Scheme.

20.—That in order to preserve the trade as far as possible for those recently and now supplying it with tonnage, it is considered necessary that shippers should be bound to them by a system of deferred rebates, made payable to the shippers in the Far East, and steps have been taken to carry out this plan. 1994

Rebates at Straits Settlements and Malabar Coast.

21.—It is evident that this arrangement cannot be complete without extending the system of co-operation and of rebates to the Straits Settlements and the Malabar Coast, and the necessary arrangements have now been made.

Notice of termination.

22.—That this Agreement is to commence with steamers sailing from their first loading port in the Far East on or after April 1st, 1905, and is to remain in force until cancelled by any of the parties thereto giving six months' written notice of their desire to withdraw, such notice not to be given previous to the 1st day of July, 1906. 1995

See also Clause 17 (Para. 2) in Pooling Agreement.

Penalties.

23.—That any breach of this Agreement in respect of the agreed conditions by any one or more of the Signatories shall render each offender liable to a penalty of One Thousand Pounds Sterling (£1,000 0s. 0d.), or a forfeiture of all profit made by the breach whichever amounts to the most money. The amount of such penalty or forfeiture shall be divided among the other Signatories *pro rata* according to their interest in the annual loadings agreed. In the event of such breach being committed through inadvertence or without knowledge on the part of the offending Signatory, or his 1996

1997 Agents or principals, the penalty of One Thousand Pounds shall not be exacted, but the gross profit made through such breach shall be forfeited and divided as above.

Arbitration.

24.—That should any disputes arise under this Agreement they are to be left to the decision of the Signatories to this Agreement, whose voting power shall be *pro rata* to their share in the business.

Should any decision so arrived at be objected to by any
1998 party or parties hereto, the matter shall be referred to the decision of two Arbitrators, who shall be commercial men in London, New York, or Hong Kong, whichever place in the opinion of the majority of the Signatories, as above, is best suited for the purpose, one to be appointed by the party or parties claiming or objecting as the case may be, and the other by the party or parties against whom the claim or objection is made; with power to such nominated Arbitrators to appoint an Umpire whose decision shall be final and conclusive between all the parties to this Agreement, and for the purposes of any such reference this Agreement shall be deem-
1999 ed to be a submission to Arbitration within the meaning of the Arbitration Act, 1899, or any statutory modification or re-enactment thereof for the time being in force, the provisions whereof shall apply as far as applicable.

This Agreement was made and completed in London, on 13th April, 1905, as per Signatures attached on the following page.

DODWELL & CO., LTD.,
THOS. M. DERMER.

2000

p. p. T. B. ROYDEN, and by written Authority of the HAMBURG AMERICA LINE, and the "UNION" S. S. Co., of Hamburg,
P. L. ROOPER.

WILLIAM ADAMSON & CO.,
on behalf of Messrs. SHEWAN, TOMES & Co.

For the AMERICAN & ORIENTAL LINE, 2001
HOWARD HOULDER & PARTNERS, LTD.,
ALEX. FREELAND, Director,
General Managers.

p. pro. ANGLO-AMERICAN OIL CO., LTD.,
JAS. McDONALD, Director.

WITNESS to the Signatures of THOS. M. DERMER, P. L. ROOPER, WM. ADAMSON & CO., ALEX. FREELAND and JAS. McDONALD.

ARCHD. MACLEAN,
Manager Shipping Department, 2002
ANGLO-AMERICAN OIL CO., LTD.,
22 Billiter Street, London, E. C.

(WESTWARD AGREEMENT—Page 3.)

(To supersede regulations passed December 30th, 1907, and also the Amendments thereto passed 21st July, 1909, and 18th August, 1909.)

Reduction and Increase of Sailings, Continued.

RULE 8a.—In the case of EXTRA or EMERGENCY TURNS not filled by and in addition to the regular schedule 2003 turns:

1. The Conference steamer, if otherwise suitable, which is in the requisite position to fill an extra turn when it arises shall, if her owner is willing, be chosen to fill such turn regardless of any consideration as to the Line to which she may belong, and shall be loaded on ordinary pool terms for owners' account. Such steamer shall be handled and financed by the interest to whose turn the extra loading falls, in the order provided in clause 3 following, instead of by the usual agents of the steamer in question, and the commissions, brokerages, etc., shall be as specified in the Pooling 2004 Rules Schedule "D."

In the event of no Conference steamer or steamer chartered by Messrs. Shewan, Tomes & Co. for their own extra turns being available in the required position, the necessary tonnage shall be chartered for general Conference account, and be consigned to the interest entitled to the next extra turn.

2. No chartering for individual interests except in the case of Messrs. Shewan, Tomes & Co., who may fill their

own "extra turns" after their own first extra turn in each schedule by chartering.

3. The loading agency of steamers, whether berthed or chartered, filling extra turns shall be in the order given in the circular letter of Messrs. Dodwell & Co., Ltd., dated 13th October, 1909, and that "schedule of extra turns" shall start with series 7 of the "regular schedule turns" and shall continue in operation till the whole 53 extra turns have been filled without regard to the termination of series 7 or any other succeeding series of regular schedule turns. The "schedule of extra turns" in question, and as follows, shall on its termination start afresh, so long as the total number of regular schedule turns in a series remains at 53.

SCHEDULE.

1. American & Oriental Line.	2. U. S. & C. J. Line.
3. Dodwell & Co., Ltd.	4. Shewan, Tomes & Co.
5. Anglo-American Oil Co., Ltd.	6. Dodwell & Co., Ltd.
7. U. S. & C. J. Line.	8. Dodwell & Co., Ltd.
9. Anglo-American Oil Co., Ltd.,	10. American & Oriental Line.
11. U. S. & C. J. Line.	12. Dodwell & Co., Ltd.
13. Shewan, Tomes & Co.	14. Anglo-American Oil Co., Ltd.
15. Dodwell & Co., Ltd.	16. U. S. & C. J. Line.
17. Dodwell & Co., Ltd.	18. Shewan, Tomes & Co.
19. American & Oriental Line.	20. U. S. & C. J. Line.
21. Dodwell & Co., Ltd.	22. Shewan, Tomes & Co.
23. Anglo-American Oil Co., Ltd.	24. Dodwell & Co., Ltd.
25. U. S. & C. J. Line.	26. Dodwell & Co., Ltd.
27. Anglo-American Oil Co., Ltd.	28. American & Oriental Line.
29. U. S. & C. J. Line.	30. Dodwell & Co., Ltd.
31. Shewan, Tomes & Co.	32. Anglo-American Oil Co., Ltd.
33. Dodwell & Co., Ltd.	34. U. S. & C. J. Line.
35. Dodwell & Co., Ltd.	36 Shewan, Tomes & Co.
37. American & Oriental Line.	38. U. S. & C. J. Line.
39. Dodwell & Co., Ltd.	40. Shewan, Tomes & Co.
41. Anglo-American Oil Co., Ltd.	42. Dodwell & Co., Ltd.
43. U. S. & C. J. Line.	44. Dodwell & Co., Ltd.
45. Anglo-American Oil Co., Ltd.	46. American & Oriental Line.
47. U. S. & C. J. Line.	48. Dodwell & Co., Ltd.
49. Shewan, Tomes & Co.	50. Anglo-American Oil Co., Ltd.
51. Dodwell & Co., Ltd.	52. U. S. & C. J. Line.

53. Dodwell & Co., Ltd.

(These regulations were submitted to and passed by the Westward Committee Meeting held on February 16th, 1910, and subsequently confirmed.) 2009

(WESTWARD AGREEMENT—Page 3.)

Substitutes Continued.

10a.—The schedule programme of turns should be worked with as much elasticity as possible. A sub-committee of the members resident in London (the presence of not less than two members to form a quorum) shall meet about the middle of each month, say the first convenient day after the 12th, and agree the steamers probably ready to load in the second following month. A list of the steamers agreed upon shall be communicated at once by cable to the Hong Kong Committee, who, as soon as possible, shall determine the order of loading and approximate dates of sailing. 2010

One important point is that each interest should supply the number of boats for which it is responsible in each series, and another that the tonnage of each interest shall be supplied approximately and as nearly as possible at equal intervals throughout the series, as laid down in the last paragraph of rule 7 of this agreement, subject to the recognized plan of exchanging turns and to any special circumstances which the general body may approve. 2011

Therefore:

(1) It is the duty of each interest to fill its schedule turns with its own tonnage, or by other steamers. Exchange of turns is permitted, such exchanges to be arranged by the parties immediately interested. It is understood that chartering, except in the case of Messrs. Shewan, Tomes & Co., should only be resorted to where the interest has no steamer of its own to put in and has failed to effect an exchange. 2012

(2) Where chartering is necessary, Conference tonnage to have the preference before outside boats if willing to accept equal terms.

(3) Any interest not providing tonnage when called upon to fill its turn shall lose that turn, and further, should Conference decide by chartering or otherwise to fill such

2013 turn, the interest shall have the option of either adopting the entire loss, if any, resulting to the Pool thereby, or having its sailings in the next Pool reduced to the number of turns it has failed to fill; this option to be declared by the interest forthwith or Conference shall itself decide which penalty shall be adopted. So long as the Anglo-American Oil Company continues to refrain from chartering outside tonnage when it has none of its own boats available and to load Conference tonnage instead on Pool account for the owners, it shall be free from the penalties mentioned above.

2014 (4) The loss of the steamer, or serious accident, or unavoidable delay to her, occurring during her immediately previous employment whether outward from New York or elsewhere, and preventing her intended loading on the Westward berth, shall be considered as a case entitled to special consideration by the Signatories, as provided in rule 15 of the "Pooling Agreement," as regards the member's responsibility to provide a substitute.

(These regulations were submitted to and passed by the Westward Committee Meeting held on December 30th, 1907.)

2015

(WESTWARD AGREEMENT—Page 3.)

RULE 8a.

In the case of EXTRA or EMERGENCY TURNS not filled by and in addition to the regular schedule turns:

1. The various Signatories, subject to clause 2, shall be entitled to fill extra turns with Conference tonnage, provided it is in the requisite position, in the same order as the Agency schedule of extra turns No. 2. If however the first entitled to the turn is unable to provide a suitable boat,
2016 the others, in the above order, shall have the opportunity of doing so, but in such case, the Signatory first entitled shall not be deprived of his right to fill the next extra turn arising. Such steamers shall be loaded on ordinary Pool terms for Owners' account and be handled and financed by the interest to whose turn the extra loading falls, in the order provided in clause 3 following, instead of by the usual agents of the steamer in question, and the commissions brokerages, etc., shall be as specified in the Pooling Rules Schedule "D."

In the event of no Conference steamer or steamer chartered by Messrs. Shewan, Tomes & Co., for their own extra turns being available in the required position, the necessary tonnage shall be chartered for general Conference account, and be consigned to the interest entitled to the next extra turn.

2. No chartering for individual interests except in the case of Messrs. Shewan, Tomes & Co., who may fill their own "extra turns" after their own first extra turn in each schedule by chartering.

3. The loading agency of steamers, whether berthed or chartered, filling extra turns shall be in the order given at the end of this clause, which "schedule of schedule turns" shall start with series 8 of the "regular extra turns" and shall continue in operation till the whole 59 extra turns have been filled without regard to the termination of series 8 or any other succeeding series of regular schedule turns. The "schedule of extra turns" in question, and as follows, shall on its termination start afresh, so long as the total number of regular schedule turns in a series remains at 59.

AGENCY SCHEDULE OF EXTRA TURNS NO. 2.

(see next page)

1. American & Oriental Line.
2. U. S. & C. J. Line.
3. Dodwell & Co., Ltd.
4. Shewan, Tomes & Co.
5. Anglo-American Oil Co., Ltd.
6. Dodwell & Co., Ltd.
7. U. S. & C. J. Line.
8. Dodwell & Co., Ltd.
9. Shewan, Tomes & Co.
10. *American & Manchurian Line.*
11. American & Oriental Line.
12. U. S. & C. J. Line.
13. Dodwell & Co., Ltd.
14. Shewan, Tomes & Co.
15. Anglo-American Oil Co., Ltd.
16. Dodwell & Co., Ltd.
17. U. S. & C. J. Line.
18. Dodwell & Co., Ltd.
19. Anglo-American Oil Co., Ltd.
20. *American & Manchurian Line.*
21. American & Oriental Line.
22. U. S. & C. J. Line.
23. Dodwell & Co., Ltd.
24. Shewan, Tomes & Co.
25. Anglo-American Oil Co., Ltd.
26. Dodwell & Co., Ltd.
27. U. S. & C. J. Line.
28. Dodwell & Co., Ltd.
29. Shewan, Tomes & Co.
30. *American & Manchurian Line.*
31. American & Oriental Line.
32. U. S. & C. J. Line.

33. Dodwell & Co., Ltd.
34. Shewan, Tomes & Co.
35. Anglo-American Oil Co., Ltd.
36. Dodwell & Co., Ltd.
37. U. S. & C. J. Line.
38. Dodwell & Co., Ltd.
39. Anglo-American Oil Co., Ltd.
40. *American & Manchurian Line.*
41. American & Oriental Line.
42. U. S. & C. J. Line.
43. Dodwell & Co., Ltd.
44. Shewan, Tomes & Co.
45. Anglo-American Oil Co.
46. Dodwell & Co., Ltd.
47. U. S. & C. J. Line.
48. Dodwell & Co., Ltd.
49. *American & Manchurian Line.*
50. American & Oriental Line.
51. U. S. & C. J. Line.
52. Dodwell & Co., Ltd.
53. Shewan, Tomes & Co.
54. Anglo-American Oil Co., Ltd.
55. Dodwell & Co., Ltd.
56. U. S. & C. J. Line.
57. Dodwell & Co., Ltd.
58. Anglo-American Oil Co., Ltd.
59. American & Manchurian Line.

Confirmed at the Meeting of Westward Members on the 19th January, 1911.

Petitioner's Exhibit 9—Dodwell 54.

DODWELL & COMPANY, LIMITED.

STEAMERS FOR NEW YORK.

Hongkong, 1st May, 1907.

Dear Sirs:

To those exporters from China, Hongkong and Japan to the United States of America by steamers (shipments by the Pacific Routes excepted) who from the 1st May, 1907 to 31st October, 1907, may have found it to their interest to confine their support and shipments, during that period, to steamers loaded by us, we shall be happy to make an allowance of five per cent. on the freight paid as per Bill of Lading, said allowance to be payable on the freight to terminal Port only, all arbitraries to points beyond that Port to be free of allowance.

To those who, on the 30th April, 1908, may have found it to their interest to confine their support and shipments, during the whole twelve months to the said steamers we will allow a further five per cent. on freights contributed up to

31st October, 1907, and five per cent. on those from that 2025
date to the 30th April, 1908.

To those who, on the 31st October, 1908, may have found it to their interest to confine their support and shipments, during the previous eighteen months to the said steamers, we will allow an additional five per cent. on freights contributed during the six months ending 30th April, 1908.

Until further notice, shipments made by steamers of the "Hamburg-Amerika Linie," "Indra Line, Ltd.," Messrs. Shewan, Tomes & Co., Anglo-American Oil Co., Ltd., Dampfschiffs Rhederei "Union" Action Gesellschaft, and American and Oriental Line will not invalidate claims for the above. 2026

No "allowance" will be payable on freight contributed by Rice and Oils from Japan, Silk and Treasure, the produce of the Eastern Archipelago transhipped at Hongkong, nor on any cargo the freight upon which may be arranged at a "net" rate.

Exporters applying for the allowance, which will be payable at port of shipment on and after the 1st January, 1908, 1st July, 1908, and 1st January, 1909, respectively, must fill up and sign forms which can be obtained from the Agents.

Yours faithfully, 2027

DODWELL & CO., Ld.

Petitioner's Exhibit 9A—Dodwell 54.

CHINA AND JAPAN TO UNITED STATES.

Second Part of Season, 1906-1907.

30th April, 1907.

To be signed by the Merchant Shipper.

To 2028

Messrs. DODWELL & CO., Ld.,
Hongkong.

Dear Sirs:

Annexed.....beg to hand you a list of shipments by the steamers of your line during the period from 1st May, 1906, to 30th April, 1907, on the freight of which.....

2029 entitled to allowance of Ten per cent. on shipments up to 31st October, 1906, less interim payment already made, and Five per cent. on shipments from that date to 30th April, 1907, under terms of your letter of 1st May, 1906.

.....have not been interested in any shipments from China, Hongkong, and/or Japan to United States (Shipments by the Pacific Routes excepted) (Rice and Oils from Japan excepted), during the above named period, by vessels other than those of "Hamburg-Amerika Linie," "Indra Line, Limited," Messrs. Shewan, Tomes & Co., Anglo-American Oil Co., Ld., Dampfschiffs-Rhederei "Union" Actien Gesell-
2030 schaft, American and Oriental Line and Messrs. Dodwell & Co., Ld.

Yours faithfully,

This form must be rendered in Triplicate through the Company's Agents, who will certify to the correctness of the shipments.

This declaration must be signed by a Partner of the Firm claiming the allowance or by some one holding the Firm's procuration.

No Allowance payable on these Articles.

2031 Allowance under this application payable in..... to.....

These Particulars must accord with the Bills of Lading of the Shipments, and must be filled in by the Shipper.	FREIGHT (These particulars will be filled in by the Agents at port of shipment.)	Allowance Due, 5 per cent.

Name of Steamer Date of Shipment Shipment Amount

Second 5 per cent. on Shipments from 1st May, 1906 to
2032 31st October, 1906, as per statement rendered and approved.

Further Shipments.

Petitioner's Exhibit 10—Dodwell 56.

2033

DODWELL & CO., LTD.

STEAMERS FOR NEW YORK AND OTHER ATLANTIC PORTS OF U. S. A. via SUEZ CANAL.

24, St. Mary Axe,
London, E. C.

11th May, 1906.

To those Exporters from the PHILIPPINE ISLANDS to the UNITED STATES OF AMERICA who from this date to 31st October next may have found it to their interest 2034
to confine their support and shipments via Suez Canal during that period to steamers loaded by us, we shall be happy to allow a rebate of 5% on the freight paid as per Bill of Lading, said rebate to be payable on the freight to terminal port only: all arbitraries to points beyond that port to be free of rebate.

To those who on the 30th April, 1907, may have found it to their interest to confine their support and shipments via Suez Canal during the whole twelve months to the said steamers, we will allow a further 5% on freights contributed 2035
up to the 31st October, 1906, and 5% on those from that date to the 30th April, 1907.

To those who on the 31st October, 1907, may have found it to their interest to confine their support and shipments via Suez Canal during the previous eighteen months to the said steamers, we will allow an additional 5% on freights contributed during the six months ending 30th April, 1907.

Until further notice shipments made by steamers of the HAMBURG AMERIKA LINIE, "INDRA" LINE, LIMITED, MESSRS. SHEWAN, TOMES & COMPANY, ANGLO-AMERICAN OIL COMPANY, LIMITED, 2036
DAMPFSCHIFFS RHEDEREI "UNION" ACTIEN GESELLSCHAFT and AMERICAN & ORIENTAL LINE will not invalidate claims for the above.

No "returns" will be payable on freight contributed by Treasure or any cargo the freight upon which may be arranged at a "net" rate.

Exporters applying for the returns, which will be payable in London on and after the 1st January, 1907, 1st

2037 July, 1907, and 1st January, 1908, respectively, must fill up and sign forms which can be obtained from this office.

Yours faithfully,

DODWELL & CO., LTD.

Petitioner's Exhibit 11—Dodwell 63.

DODWELL & CO., LTD.

2088 FREIGHT TARIFF
from
JAPAN AND CHINA
to
NEW YORK via SUEZ CANAL.
Subject to change without notice.

Hongkong, 1st December, 1907.

Rates of Freight from Hongkong.

	Description of Cargo.		Rate of Freight.
			s. d.
2089	Ad valorem Cargo		40/—+1% (W. or M.)
	Bamboos		25/— per 40 c. ft.
	Blackwoodware		40/— "
	Bristles		50/— "
	Camphor		60/— "
	Camphor Oil		60/— "
	Cantharides		45/— "
	Canes		5/8 per cwt with Roots 3/—per cwt without Roots
2040	Cassia		25/— 40 c. ft.
	Cassia Buds		35/— "
	Chinaware		35/— "
	China Oil	"N"	30/— "
	China-root		25/— "
	Chinese Cargo (shipped by Chinese)		(45/— " less 5/— (return on safe ar- (rival of ship

Cigars		50/— per 40 c. f.	2041
Curios		40/— "	
Essential Oil		80/— "	
Fans (not Palm leaf)		35/— "	
Feathers		35/— "	
Firecrackers		40/— "	
Galangal		25/— "	
Gallnuts.		35/— "	
Hemp seed		50/— per ton of 20 cwt	
Hides		35/— per 40 c. f.	
Horns		35/— "	
Human Hair		50/— "	2042
Ivoryware		80/— per ton of 40 c. f.+1%	
Joss Sticks		40/— per 40 c. f.	
Lard		35/— " " " " "	
Marble Blocks (not over 2 tons each)		40/— per 20 cwt.	
Matting		4/3 20/— per cwt.	
Nutmegs		30/— per 40 c. f.	
Ores (in cases)		17/6 per 20 cwt.	
Paper		35/— per 40 c f.	
Palm Leaf Fans		25/— "	2043
Peanuts (shelled)		50/— per 20 cwt.	
Peanuts (unshelled)		80/— "	
Plumbago		25/— "	
Preserves (in cases)		30/— per 40 c. f.	
Preserves (in casks) (No reduction on cask measurement)		40/— "	
Private Effects	"N"	40/— "	
Quick Silver (in flask of 100 lbs. each)		Mex $2 each	2044
Rattans, Rattanware and Rattancore		25/— per 40 c. f.	
Rice	"N"	25/— per 20 cwt.	
Rope (Old hemp)		50/— "	
Silk piece-goods and Raw Silk		80/ per 40 c. f.	
Soy (in casks) (no reduction on cask measurement)		35/— "	

2045	Split Bamboos	25/— "
	Star Aniseed	35/— "
	Straw cuffs (in cases)	30/— "
	Tea	37/6 "
	Teak logs or planks	not less than 40/— per 40 c. f.
	Tin	25/— per 20 cwt.
	Turmeric	50/— "
	Vermillion	45/— "
	Waste Silk	40/— "
	Wood Oil	55/— per 20 cwt.
2046	Wool	35/— per ton wgt. or mst.
	Cargo not otherwise specified	(40/— per ton wgt. (or mst. (whichever (yields most)

All above rates are subject to a deferred rebate of 10% as per rebate circular with exception of those marked "N" which are "net."

Minimum charge for which Bills of Lading are issued £ 1. 1/—.

2047

Petitioner's Exhibit 12—Dodwell 63.

Rates of Freight from Kobe and Yokohama.

Description of Cargo.	Rate of Freight. s. d.
Aniseed	100/— per 20 cwt.
Antimony in cases	17/6 "
Bamboos	25/— per 40 c. ft.
Bleached Hides in cases	35/— per ton wgt. or mst.
2048 Camphor Oil, Saffrol Oil, Peppermint Oil	60/— per 40 c. ft.
Chillies, Ginger, Cassia Bark (all in bags)	80/— per 20 cwt.

Chillies in cases		25/— per 40 c. ft.	2049
Copper		20/— per 20 cwt.	
Copper Matte		20/— "	
Copper Ore, in bulk or bags		15/— per ton wgt.	
Copper Ore, in casks or cases		17/6 "	
Crude Camphor in tubs		65/— per 40 c. ft.	
Cuttlefish Bone		30/— "	
Gallnuts		30/— "	
Graphite		30/— per 20 cwt.	
Human Hair		50/— per 40 c. ft.	
Iodide of Potash and Iodine preparations		1% ad val:	2050
Isinglass		30/— per 40 c. ft.	
Linen Goods		30/— " +1% ad val.	
Lumber (15' x 12"/18")		30/— "	
Manganese in bulk or bags (from Hakodate 2/6 extra)		12/6 per 20 cwt.	
Manganese in cases or casks		15/— "	
Matches (Safety only) in tin-lined cases		40/— per 40 c. ft.	
Matting		25/— "	
Mineral Water		30/— "	2051
Palm Leaves		25/— "	
Paper-makers clay		20/— per 20 cwt.	
Peanuts (unshelled in bags)		80/— "	
shelled		50/— "	
Rape Seed and Linseed		45/— "	
Raw Silk and Silk Piece Goods		80/— per 40 c. ft.	
Refined Camphor and Menthol Crystals		60/— "	
Rice	"N"	25/— per 20 cwt.	
Salted Hides		(40/— per ton wgt. or mst. (Whichever yields most)	2052
Shells (M. O. P.)	"N"	40/—	
Stone Lanterns (if not exceeding 1 ton wt. per package)		30/— per ton wgt. or mst.	

2053	Strawbraid		30/— per 40 c. ft.
	Sulphur in double straw bags or in bulk		15/— per 20 cwt.
	Tea		37/6 per 40 c. ft.
	Dust for		
	Tea sweepings (value G $60 per 20 cwt.		50/— per 20 cwt.
	Wax		30/—per 40 c. ft.
	Waste Silk		40/— "
	Wood Oil, Fish Oil and Rape seed oil	"N"	30/— "
2054	Wood Shavings or Wood Fibre or Wood Silk		25/— "
	Zinc Ore		16/9 p. 20 cwt.
	Beancake	"N"	40/— per 20 cwt.
	Beans in bags		35/— " "
	Chinese jute		30/— " 40 c. ft.
2055	Cheap cargo on B/Lading containing clause "Shippers declare that none of the cargo covered by this B/Lading exceeds in value g. $50 per ton of 40 cubic feet."		25/— per 40 c. ft.
	Cargo not otherwise specified		(30/— per ton wgt.
			(or mst. (whichever
	Copper Ore (from Shinidga)		(yields most)
			15/— p. 20 cwt.

All above rates are subject to a deferred rebate of 10% as per rebate circular with exception of those marked "N" which are "net."

Minimum charge for which Bills of Lading are issued £ 1. 1/—.

2056	Douppians Silk		60/— p. 40 c. ft.
	Empty Acetone Drums		30/— " "
	" Furniture Vans		37/— " "
	Oil, Bean in cases		30/— p. ton w. or m.
	Oil, Bean in drums and wooden casks		45/— p. 20 cwt.
	Oil Fish		30/— p. 40 c. ft.
	Oil Perilla	N	35/— p. "

Petitioner's Exhibit 13—Dodwell 63.

2057

Rates of Freight from Shanghai.

Description of Cargo.	Rate of Freight. s. d.	
Antimony in bags	12/6	per 20 cwt.
Antimony in cases	17/6	"
Bristles	50/—	per 40 c. ft.
Cane Chairs	25/—	"
Camphor (crude and refined)	60/—	"
Cantharides	40/—	"
Copper ingots over 20 lbs. each	20/—	per 20 cwt.
Copper ingots under 20 lbs. each	22/6	"
Curios	30/—	per 40 c. ft.
Calangal Root	25/—	"
Goat Skins	30/—	"
Ground Nuts Shelled	80/—	per 20 cwt.
Shelled	50/—	p. 20 c. ft.
Human Hair	50/—	per 40 c. ft.
Lead Ore	20/—	per 20 cwt.
Pigiron (2/6 extra when loaded at Hankow	16/6	"
Raw Silk and Silk Piece Goods	80/—	per 40 c. ft.
Rush and Wood Shaving Hats	30/—	"
Silk Waste	40/—	per 40 c. ft.
Silk Pongees	80/—	"
Straw braid	30/—	"
Tea	37/6	"
Turmeric	50/—	per 20 cwt.
Wood Oil	50/—	"
	(35/—	per ton wgt.

2058

2059

2060

2061

Wool	(or mst. (whichever (yields most.)
Ad Valorem Cargo	(35/— plus 1% or 1½% ((wgt. or mst.) ad val. (only (whichever (yields most.)
Cargo not otherwise specified	(30/— per ton wgt. (or mst.) (whichever (yields most.)

All above rates are subject to a deferred rebate of 10% as per rebate circular with exception of those marked "N" which are "net."

2062

Minimum charge for which Bills of Lading are issued £ 1. 1–.

From KEELUNG	(Tea	37/6) less 10%
	(Sulphur	15/–)
" FOOCHOW— Tea		37/6 "
" AMOY— "		37/6 "
Oil, Cotton Seed Castor, Bean, Rape & ground nut		45/— p. 20 cwt.
2063 Arsenic Sulphate		17/6 p. 20 cwt.
Brass Refuse in ingots		30/— " "
Iron Ore		15/— " "
Manganese Ore		17/6 " "
Sesamum Seed		40/— " "

2064

Petitioner's Exhibit 14—Dodwell 63. 2065

No. 1.

FREIGHT TARIFF
from
PHILIPPINE ISLANDS
NEW YORK via SUEZ CANAL.

(*Subject to change without notice.*)

Port of Shipment.	Description of Cargo.	Rate of Freight.	
MANILA	Hemp	55/– per 20 cwt. (Boston 5/– extra)	2066
	Hemp Waste	55/– per 20 cwt. (not exceeding 104 c. ft.) (Boston 5/– extra)	
	Kapoc	30/– per 40 c. ft.	
	Cocoanut Oil	27/6 per 20 cwt. gross weight	
	Copra	40/– per 20	
	Gum Copal	35/– per 16 cwt. bags or caskets	
	Old Rope	42/6 per 50 c. ft. cases	
		62/6 p. 20 cwt.	
	Machinery	1 ton lift G. $8.00 (per ton Wt. or mst., ship's option)	2067
	"	1/3 " 10.00 " } provided	
	"	3/5 " 12.00 " } ship can	
	"	5/7 " 14.00 " } lift with	
	"	7/9 " 16.00 " } her own tackle	
	Lumber	62/6 per 1000 ft. BM Limit 30 ft.	
		30/– per 40 c. ft. not over 2 tons per piece	
CEBU	Hemp	57/6 per 20 cwt. (Boston 5/– extra)	2068
	Copra	40/– p. 20 cwt.	
ILOILO	Dry Sugar	27/6 per 20 cwt. n. w. d.	

Hongkong, 1st November, 1907.

2069

Petitioner's Exhibit 15—Dodwell 67.

SINGAPORE AND PENANG

New rates of freight to New York agreed on.

Black Pepper	40/–
White Pepper	47/6
Tapioca and Sago	42/6
Sago and Tapioca Flour	27/6
Gambier	32/6
Cube Gambier	35/–
2070 Coffee	42/6
Sugar	30/–
Tin	*20/–
Hides	47/6
India Rubber and Gutta Percha	50/–
Gutta Jelotong	30/–
Nutmegs, Mace	50/–
Rattans	27/6

*Tin rate altered to 25/– November '06.

These rates were agreed upon 15th September, 1905.

2071

2072

Petitioner's Exhibit 16—Goodwin 322-456.

2073

FREIGHT RATES

AND

ARBITRARIES.

January 1, 1910

RATES are per ton of 40 cu. ft. or 2240 lbs.—ship's option—unless otherwise noted.

BONUS applies on all rates with the exception of those after which appear the letters NB. 2074

ADEN. No bonus is payable on any shipments to Aden.

GENERAL CARGO. All material not otherwise specified takes the general cargo rate.

Lift Scale on Heavy Pieces to Ports of Call

On Pieces weighing 6000 lbs. or more, the following are to be added to the regular rate.

6000/11000	lbs.	7/6
11000/17000	"	15/-
17000/21000	"	22/6
21000/25000	"	30/-
25000/30000	"	37/6
30000/40000	"	50/-
40000/50000	"	62/6
50000/60000	"	110/-
60000/70000	"	160/-
70000/80000	"	210/-

2075

2076

2077 COMMODITY

A.

Acetate of Lime
Acetone, (in Iron Drums)
Ad Valorem
Agricultural Implements
Alcohol
Ammonia, Liquid or Chloride—on Deck
Ammonia, Sulphate of
2078 Angles—See I Beams
Asbestos Cement
Asbestos Fibre, Crude
Asphalt—(in Barrels or Bags)
Axles—See Car Wheels

B.

Babbit Metal
Bark Extract
Bars—(loose)—See Plates
2079 Bars—(in Cases)
Beef and Pork—(in Barrels)—Otherwise, See Groceries
Beer

Benzine—on Deck—Excluding Shanghai
Bi-carbonate of Soda
Bicycles
Boilers and Parts
Bolts and Nuts
Bones

2080 Bones—to Osaka via Kobe

Brass Scrap
Brick—to Manila—*Packed* (special agreement)
Brick—to Manila—*Loose* (special agreement)

Aden	Singapore	Manila	China and Japan	
				2081
..50/–Wt.NB....	50/–Wt.....	$12.25Wt.....	50/– Wt...	
..27/6NB.....	32/6.....	9.00.....	37/6	
..3½%NB.....	3½%.....	3½%.....	3½%	
..27/6NB.....	32/6.....	8.00.....	32/6	
..27/6NB.....	32/6.....	9.00.....	37/6	
..60/–NB.....	60/–NB.....	15.00NB.....	60/–NB ...	
..35/–Wt.NB....	37/6Wt.....	9.25Wt.....	37/6Wt ...	
				2082
..27/6NB.....	32/6.....	8.00.....	32/6	
..27/6NB.....	32/6.....	8.00.....	32/6	
..27/6NB.....	32/6.....	8.00.....	32/6	
..27/6NB.....	32/6.....	$9.00.....	37/6	
..27/6NB.....	32/6.....	9.00.....	37/6	
..27/6NB.....	27/6NB.....	7.00NB.....	27/6NB ...	2083
..27/6NB.....	32/6.....	8.00.....	32/6	
..27/–NB.....	30/–NB.....	45c.NB.....	45c.NB	
		100 lbs.	100 lbs.	
..60/–NB.....	60/–NB.....	15.00NB.....	60/–NB ...	
..27/6NB.....	32/6.....	8.00.....	32/6	
..27/6NB.....	32/6.....	8.00.....	32/6	
..27/6NB.....	32/6.....	9.00.....	37/6	
..25/–NB.....	26/3NB.....	7.00NB.....	26/3NB ...	
.....			55c.NB.....	
			100 lbs.	
.....			62½c.NB...	2084
			100 lbs.	
..25/–NB.....	25/–NB.....	6.25NB.....	25/–NB ...	
.....		6.00NB		
.....		7.00NB		

2085 COMMODITY

C.

Calcium Carbide .....
Calcium Carbide—(on Deck) .....
Candles .....
Canned Goods—excepting Milk .....
Carbon Black .....
Cartridges, Safety—(Not less than 300 cs. to Shanghai) ....
$1.75 to be added to each through Shipment via Singapore
2086 Cartridges, Sporting—(Shells empty and not primed) .....
$1.75 to be added to each through Shipment via Singapore
Cartridges, Primed .....
Cars and Car Material .....
Car Couplings and Springs .....
Car Wheels—(Loose) .....
Car Axles—Detached .....
Car Wheels and Axles set up—(With ¼ off outside measurement) .....
Cedar Wood—(in Cases) .....
Cement, Portland .....
2087
Chairs, Common .....
Channels—See I Beams .....
Cigarettes and Smoking Tobacco .....
Concrete Reinforcement .....
Condensed Milk .....
Cooperage and Cooperage Stock .....
Copper (Packed or in 60 lb. Bars) .....
Cotton—(Machinery Compressed) .....

Cotton Duck .....
2088
Cotton Piece Goods—(in Bales) .....

Calicoes, Cambrics, Glazed, Flat (not including Tracing Cloth), Cottonades, Cotton Prints, Cotton Damask, Cotton Jeans, Cotton Dress Linings (not otherwise specified), Buckram, Cotton Shirtings, Canvas, Drills, Denims, Domestic Checks, Domestic Ginghams, Sheeting, Silesias, Ticking.....

Aden	Singapore	Manila	China and Japan	
				2089
..50/–NB.....	50/–NB.....	50/–NB.....	50/–NB ...	
..45/–NB.....	45/–NB.....	45/–NB.....	45/–NB ...	
..27/6NB.....	32/6.....	$8.00.....	32/6	
..27/6NB.....	32/6.....	9.00.....	37/6	
..22/6NB.....	22/6NB.....	6.00NB.....	22/6NB ...	
..$2.00 per case, not exceeding 100 lbs....			All Ports— No Bonus.....	
..27/6NB.....	32/6.....	9.00.....	37/6	2090
..25.00NB.....	25.00NB.....	25.00NB.....	25.00NB ...	
..27/6NB.....	32/6.....	8.00.....	32/6	
..27/6NB.....	32/6.....	8.00.....	32/6	
..27/6NB.....	30/–.....	8.00.....	30/–	
..27/6NB.....	32/6.....	8.00.....	32/6	
..27/6NB.....	32/6.....	8.00.....	32/6	
..27/6NB.....	32/6.....	$8.00.....	32/6	
..25/–NB.....	25/–NB.....	1.00NB.....	25/–NB ...	
		per bbl.		2091
..27/6NB.....	32/6.....	8.00.....	32/6	
..27/6NB.....	25/–NB.....	7.00NB.....	22/6NB ...	
..25/–NB.....	25/–NB.....	6.25NB.....	25/–NB ...	
..27/6NB.....	32/6.....	8.00.....	32/6	
..20/–NB.....	20/–NB.....	5.00NB.....	20/–NB ...	
..25/–NB.....	25/–NB.....	6.50NB.....	25/–NB ...	
..27/6NB.....	30/–.....	8.00.....	45c.NB	
			100 lbs.	
..27/6NB.....	32/6.....	8.00.....	62½c.	
			100 lbs.	2092
..20/–NB.....	32/6.....	8.00.....	57½c.	
			100 lbs.	
			100 bls. or over	

2093 COMMODITY

Cotton Piece Goods—(in Cases)
(Flannels in Cases)

Cotton Knit Underwear, underwear Cloth and Cotton Yarn
Cottonseed Meal
Cottonseed Oil
Cotton Waste, (Machinery Compressed)

2094 Cranes and Accessories

D.

Dried Blood—See Fertilizer

E.

Expanded Metal

Explosives—not less than 25 tons

2095

F.

Ferro Manganese

Fertilizer—N. O. S. Subject to Confirmation

Fire Arms—Except Revolvers
Fish Scrap
Flannels—(in Cases)

2096

Flour—(in Bags)
Flour—(in Barrels)
Frogs and Switches
Fuses, Electrical
Fuses, Safety Powder

Aden	Singapore	Manila	China and Japan	
				2097
..20/–NB.....	32/6.....	$8.00.....	30/–	
..20/–NB.....	32/6.....	8.00.....	97½c. .... 100 lbs.	
..27/6NB.....	32/6.....	8.00.....	27/6	
.....	.....	10.00Wt.-NB...	40/–Wt.-NB..	
..27/6NB.....	32/6.....	8.00.....	32/6	
..27/6NB.....	30/–.....	8.00.....	60c.NB ... 100 lbs.	
..27/6NB.....	32/6.....	8.00.....	32/6	2098
..27/6NB.....	32/6.....	$8.00.....	32/6	
.. 25 to 35 tons, $40.00 per ton .. 35 to 50 tons, 35.00 per ton .. Over 50 tons, 32.50 per ton		..All Ports, No Bonus...		2099
..25c.NB.....	25c.NB.....	$6.50NB.....	25c.NB	
100 lbs.....	100 lbs.		100 lbs.	
.....			35c.NB..... 100 lbs.	
..50/–NB.....	50/–NB.....	50/–NB.....	50/–NB	
..37/6WT.–NB..	37/6Wt.–NB..	9.50Wt.–NB...	37/6Wt.–NB.	
..20/NB.....	32/6.....	8.00.....	97½c. ..... 100 lbs.	2100
..30/–Wt.–NB..	32/6Wt.–NB..	8.00Wt.–NB..	32/6Wt.–NB.	
..27/6NB.....	30/–NB.....	7.50NB.....	30/–NB	
.....	20/–NB.....	5.00NB.....	20/–NB	
..45/–NB.....	45/–NB.....	11.00NB.....	45/–NB	
..60/–NB.....	60/–NB.....	15.00NB.....	60/–NB	

2101 COMMODITY

G.

Gas Meters
General Merchandise
Groceries
Gun Stocks

H.

2102 Handles, Wooden
Hemp or Sisal
Hoof Meal—See Fertilizer

I.

I Beams, Channels, Angles, Z's and T's (When shipped separately from Bridge or Structural Material)
Ice Machinery
Insulators, Porcelain
Insulators, High Voltage, (not Porcelain)
2103 Iron Sponge

L.

Lampware and Lanterns
Lard—(in tierces)

Lard—(in tierces) to Penang
Lard—(in other packages)
Lead—(in pigs)
Leather
2104 Leather, Finished
Lime, Phoenix Hydrate
Lime, Unslacked—(Packed in water-tight packages)—on Deck
Liquors—(in glass or wood)

Locomotives,—per 40 cubic feet. No Lift Scale
Logwood Extract
Lubricating Oil and Grease

Aden	Singapore	Manila	China and Japan	
..27/6NB.....	30/–.....	$7.50.....	30/–	2105
..27/6NB.....	32/6.....	9.00.....	37/6	
..27/6NB.....	32/6.....	9.00.....	37/6	
..27/6–NB.....	30/–.....	7.50.....	30/–	
..27/6NB.....	32/6.....	$8.00.....	32/6	2106
..26/3NB.....	26/3.....	7.00.....	26/3	
..25/–NB.....	25/–NB.....	$6.50NB.....	25/–NB	
..27/6NB.....	30/–.....	7.50.....	30/–	
..27/6NB.....	32/6.....	9.00.....	37/6	
..27/6NB.....	30/–.....	7.50.....	30/–	
..27/6NB.....	32/6.....	8.00.....	32/6	2107
..27/6NB.....	32/6.....	$8.00.....	32/6	
..27/6NB.....	30/–Wt.–NB....	8.00.....	32/6	
	Penang,			
.....	40/–Wt.–NB			
..27/6NB.....	32/6.....	8.00.....	32/6	
..17/6NB.....	17/6NB.....	5.00NB.....	17/6NB ...	
..25/–NB.....	27/6.....	8.00.....	32/6	
..50/–NB.....	50/–.....	12.50.....	50/–	2108
..27/6NB.....	32/6.....	8.00.....	32/6	
..60/–NB.....	60/–NB.....	15.00NB.....	60/–NB ...	
..27/6NB.....	32/6.....	85c.....	85c.	
		100 lbs.	100 lbs.	
..35/–NB.....	35/–NB.....	9.00NB.....	35/–NB ...	
..27/6NB.....	32/6.....	9.00.....	37/6	
..25/–NB.....	25/–NB.....	6.50NB.....	25/–NB ...	

2109 COMMODITY

M.

Machinery–(Except Ice and Brewing) .....

2110

Machinery, Ice Making and Brewery .....
Malt .....
Metal, Expanded .....
Meters, Gas .....
2111 Meters, Water .....
Milk, Condensed .....
Molasses .....

N.

Nails (in Kegs) and Plain wire .....

Nails (in Cases) .....
Newspaper (old) .....
Nuts and Bolts .....
2112

O.

Oakum .....
Oil and Grease, Lubricating .....

Aden	Singapore	Manila	China and Japan	
				2113
..27/6NB.....	37/6.....	40/–.....	40/–	

Scale for Heavy Pieces

6,000 to 11,000 lbs.— 47/6
11,000 to 17,000 " — 55/–
17,000 to 21,000 " — 62/6
21,000 to 25,000 " — 70/–
25,000 to 30,000 " — 77/6
30,000 to 40,000 " — 90/–
40,000 to 50,000 " —102/6
50,000 to 60,000 " —150/–
60,000 to 70,000 " —200/–
70,000 to 80,000 " —250/–

2114

27/6NB.....	30/–.....	$7.50.....	30/–	
..27/6NB.....	32/6.....	8.00.....	32/6	
..27/6NB.....	32/6.....	8.00.....	32/6	
..27/6NB.....	30/–.....	7.50.....	30/–	
..27/6NB.....	32/6.....	9.00.....	37/6	2115
..27/6NB.....	32/6.....	8.00.....	32/6	
..27/6NB.....	32/6.....	8.00.....	32/6	

..25/–NB.....	25/–NB.....	$7.00NB.....	25c.NB ...	
			100 lbs.	
..27/6NB.....	32/6.....	8.00.....	32/6	
..17/6NB.....	17/6NB.....	5.00NB.....	20/–NB ...	
..25/–NB.....	26/3NB.....	7.00NB.....	26/3NB ...	
				2116

..27/6NB.....	30/–.....	$8.00.....	30/–	
..25/–NB.....	25/–NB.....	6.50NB.....	25/–NB ...	

2117 COMMODITY

P.

Paper, Printing
Paper, Printing, if in quantities of 200 tons or more
Paper, Other than Printing
Paper Board and Roofing Paper
Peg Wood and Shoe Pegs
Pig Iron
Pigeons, Clay
2118 Pipe, Cast and Wrought Iron
Pipe, Clay—(O. R. B.)
Pipe Fittings, (Shipped separately from Pipe)
Pitch, Dry
Pitch, Wet—on Deck
Plaster
Plates, Sheets and Bars—Subject to Confirmation
Plows—See Agricultural Implements
Pork—See Beef and Pork
Primers

2119

R.

Radiators
Rails and Fastenings—Subject to Confirmation
Revolvers
Rivets
Roofing Paper
Rosin
Rosin Size
Rubber—Liability not over $100.00 per case

2120

Aden	Singapore	Manila	China and Japan	2121
..27/6NB.....	27/6NB.....	$7.00NB.....	27/6NB ...	
..25/–NB.....	25/–NB.....	6.50NB.....	25/–NB ...	
..27/6NB.....	32/6.....	8.00.....	32/6	
..27/6NB.....	32/6.....	8.00.....	32/6	
..25/–NB.....	32/6.....	8.00.....	32/6	
..17/6NB.....	17/6NB.....	4.50NB.....	17/6NB ...	
..27/6NB.....	32/6.....	8.00.....	32/6	
..27/6NB.....	27/6NB.....	7.00NB.....	25/–NB ...	2122
..27/6NB.....	25/–NB.....	6.50NB.....	25/–NB ...	
..27/6NB.....	30/–NB.....	7.50NB.....	27/6NB ...	
..27/6NB.....	32/6.....	8.00.....	32/6	
..27/6NB.....	32/6.....	8.00.....	32/6	
..27/6NB.....	32/6.....	8.00.....	32/6	
..22/6NB.....	22/6NB.....	6.50NB.....	22/6NB ...	
..$25.00NB....	$25.00NB.....	$25.00NB.....	$25.00NB ...	
				2123
..27/6NB.....	32/6.....	$8.00.....	32/6	
..22/6NB.....	22/6NB.....	6.50NB.....	20/–NB ...	
..3½%NB.....	3½%.....	3½%.....	3½%	
..27/6NB.....	32/6.....	8.00.....	32/6	
..27/6NB.....	32/6.....	8.00.....	32/6	
..27/6NB.....	35/–Wt.....	9.00Wt.....	35/–Wt. ...	
..27/6NB.....	32/6.....	9.00.....	32/6	
..27/6NB.....	32/6.....	9.00.....	37/6	
				2124

2125 COMMODITY

S.

Sanitary Ware
Sash Weights
Sewing Machines
Shoe Pegs
Sisal or Hemp
Shocks, Barrel or Box
Shovels, Spades and Scoops
2126 Soap, Common
Soap, Toilet
Sole Leather and Splits—See Leather
Spelter—Subject to Requirements
Starch
Steel Scrap
Strawboard
Structural Material—No Lift Scale
Sugar (in Bags)
Sulphate of Ammonia—See Ammonia
2127 Sulphate of Barytes
Syrup—See Molasses

T.

T's—See I Beams
Tanks
Tankage—See Fertilizer
Tar—See Pitch
Tin Foil
Tin Plate
2128 Tobacco, Leaf

Tobacco, Plug

Tobacco, Smoking
Turpentine (in Cases)

U.

Underwear, Cotton Knit
Underwear Cloth

Aden	Singapore	Manila	China and Japan	
				2129
..27/6NB.....	32/6.....	$8.00.....	32/6	
..27/6NB.....	32/6.....	8.00.....	32/6	
..27/6NB.....	32/6.....	8.00.....	32/6	
..25/–NB.....	32/6.....	8.00.....	32/6	
..26/3NB.....	26/3.....	7.00.....	26/3	
..20/–NB.....	20/–NB.....	5.00NB.....	20/–NB ...	
..27/6NB.....	32/6.....	8.00.....	32/6	
..27/6NB.....	32/6.....	8.00.....	32/6	2180
..27/6NB.....	32/6.....	9.00.....	37/6	
..22/6NB.....	22/6NB.....	6.50NB.....	22/6NB ...	
..27/6NB.....	32/6.....	9.00.....	37/6	
..25/–NB.....	25/–NB.....	6.25NB.....	25/–NB ...	
..27/6NB.....	32/6.....	8.00.....	32/6	
..35/–Wt.NB....	35/–Wt.NB....	35/–Wt.NB..	35/–Wt.NB.	
..27/6Wt–NB....	32/6Wt–NB...	8.00Wt–NB..	32/6Wt–NB	
..25/–Wt–NB....	25/–Wt–NB...	6.25Wt–NB..	25/–Wt–NB	2131
..27/6NB.....	32/6.....	9.00.....	37/6	
..27/6NB.....	30/–.....	$7.50.....	30/–	
..20/–NB.....	20/–NB.....	5.00NB.....	20/–NB ...	
..27/6NB.....	30/–NB.....	8.00NB.....	1.05,NB ... 100 lbs.	2132
..27/6NB.....	55c.NB..... 100 lbs.	55c.NB..... 100 lbs.	55c.NB .... 100 lbs.	
..27/6NB.....	25/–NB.....	7.00NB.....	22/6NB ...	
..27/6NB.....	27/6NB.....	7.00NB.....	27/6NB ...	
..27/6NB.....	32/6.....	$8.00.....	27/6	
..27/6NB.....	32/6.....	8.00.....	27/6	

ARBITRARIES

2145

Unless otherwise specified, arbitraries on through shipments cover pieces up to one ton only.

Note No. 1—The following Ports being closed during the months of December, January, and February, no cargo to be received for arrival at the transhipping Port during that period unless Bills Lading be clausedd—"Subject to delay at port of transhipment; all storage and other charges at transhipment Port while awaiting forwarding to be borne by shipper, owner or consignee."

2146

Alexanderovsk	Mukpo	Port Arthur
Chinnampo	Neuchwang	Tongku
Gensan	Nikolaevosk	Vladivostock
Karsakovsk		

Note No. 2—Transhipments destined for Tientsin via Shanghai must be made as follows: From New York, between Jan. 1st and Aug. 31st, take summer rate; from New York, between Sept. 1st and Dec. 31st, take winter rate.

Arbitrary on Heavy Pieces

2147

Summer Rate		Winter Rate	
1 to 2 tons	33/–	1 to 2 tons	42/–
2 to 3 "	48/–	2 to 3 "	57/–
3 to 4 "	69/–	3 to 4 "	78/–
4 to 5 "	90/–	4 to 5 "	99/–
5 to 6 "	111/–	5 to 6 "	120/–
6 to 7 "	159/–	6 to 7 "	159/–
7 to 8 "	157/6	7 to 8 "	166/6
8 to 9 "	225/–	8 to 9 "	234/–
9 to 10 "	262/6	9 to 10 "	271/6

Most steamers running to Tientsin can only lift about 3 tons with their own gear. Heavier pieces may have to be held in Shanghai some three weeks awaiting a suitable steamer which would entail extra storage charges.

2148

Note No. 3. Rates on heavy lifts for these ports:

½ ton to 1 ton	5/–
1 ton to 2 tons	7/6
2 tons to 3 tons	10/–
3 tons to 4 tons	15/–
4 tons and over, special	

2149 Note No. 4. Rates on heavy lifts to these ports:

½ ton to 1 ton	7/6
1 ton to 2 tons	10/–
2 tons to 3 tons	12/6
3 tons to 4 tons	17/6
4 tons and over, special	

Note No. 5. Rates on heavy lifts to these ports:

½ ton to 1 ton	8/9
1 ton to 2 tons	11/3
2 tons to 3 tons	13/9
3 tons to 4 tons	18/9

2150

4 tons and over, special	

Note No. 6. Rates on heavy lifts to these ports:

½ ton to 1 ton	11/3
1 ton to 2 tons	13/9
2 tons to 3 tons	17/6
3 tons to 4 tons	27/6
4 tons and over, special	

Note No. 7. Rates on heavy lifts to these ports:

½ ton to 1 ton	13/9
1 ton to 2 tons	17/6
2 tons to 3 tons	23/9

2151

3 tons to 4 tons	35/–
4 tons and over, special	

Note No. 8. Rates on heavy lifts to these ports:

½ ton to 1 ton	16/3
1 ton to 2 tons	20/–
2 tons to 3 tons	25/–
3 tons to 4 tons	37/6
4 tons and over, special	

Note No. 9. Rates on heavy lifts to these ports:

½ ton to 1 ton	18/9

2152

1 ton to 2 tons	23/9
2 tons to 3 tons	30/–
3 tons to 4 tons	45/–
4 tons and over, special	

Note No. 10. Rates on heavy lifts to these ports:

½ ton to 1 ton	21/3
1 ton to 2 tons	27/6
2 tons to 3 tons	35/–
3 tons to 4 tons	52/6
4 tons and over, special	

Note No. 11. Rates on heavy lifts to these ports: 2153

½ ton to 1 ton	23/9
1 ton to 2 tons	28/9
2 tons to 3 tons	37/6
3 tons to 4 tons	57/6
4 tons and over, special	

Note No. 12. Rates on heavy lifts to these ports:

½ ton to 1 ton	add 20% to arbitrary
1 ton to 2 tons	add 50% to arbitrary
2 tons to 3 tons	double arbitrary
3 tons to 4 tons	treble arbitrary
4 tons and over, special	2154

Note No. 13. Packages weighing over one ton for ports for which no lift scale is provided can be carried only by special agreement.

A.

Acheen		Hong Kong or Singapore.	27/6
Adaolet	(Selore)	Singapore	..31/3
Adaolet	(Tandgong Balie)	"	..22/6
Ajer-Bangis		"	..30/–
Alor		"	..31/3 2155
Alfonso XIII.	(Paragua)	Manila	..50/–
Ambon		Singapore	..25/–
Amboina		"	..25/–
Amoerang		"	..31/3
Amoy		Hong Kong	..12/6
Ampenan		Singapore	..17/6
Analdoe		"	..22/6
Analaboe		"	..22/6
Anping Note 8	(Formosa)	Kobe	..12/6
Ansoes		Singapore	..30/– 2156
Aparri	(Luzon)	Manila	..40/–
Asahan	(Tondjong Balei)	Singapore	..15/–
Atapoepoe		"	..31/3
Atimonan	(Luzon)	Manila	..50/
Alexanderovsk, Notes 1 and 12		Kobe	..33/9
Antung, Notes 1 and 12		"	..18/6

2157 **B.**

Bagan-Si-Api-Api		Singapore	..20/–
Bais	(Negroes)	Manila	..40/–
Balabac	(Balabac)	"	..50/–
Balar	(Luzon)	"	..50/–
Balek-Papan		Singapore	..17/6
Banda		"	..25/–
Bandjermassin		"	..15/–
Bangkok		"	..15/–
Bangui	(Luzon)	Manila	..40/–
2158 Banjoewangie		Singapore	..25/–
Baris		"	..22/6
Barugo	(Leyte)	Manila	..40/–
Batangas	(Luzon)	"	..30/–
Bato	(Cantanduanes)	"	..45/–
Batoe-Bahra		Singapore	..20/–
Batavia		"	..10/–
Batjan		"	..31/3
Bawean		"	..17/6
Baybay	(Leyte)	Manila	..40/–
2159 Belawan-Deli		Singapore	..15/–
Bengkalis		"	..15/–
Benkoelen		"	..26/3
Berouw		"	..17/6
Bila	(So-Djiwi-Djiwi)	"	..15/–
Billiton		"	..15/–
Bintoelen		"	..26/3
Bima		"	..17/6
Boac	(Maranduque)	Manila	..30/–
Bockit-Pondok		Singapore	..25/–
Boelekomba		"	..31/3
2160 Boeleleng		"	..17/6
Boelongan		"	..17/6
Boela-Baai	(Ceram)	"	..31/3
Boeroe	(Kajeli)	"	..31/3
Boesak		"	..30/–
Boeton		"	..31/3
Bolontio		"	..30/–
Bolirao	(Luzon)	Manila	..30/–
Bombay		Aden	..10/–

Bonerete		Singapore	..30/–	2161
Bongao	(Tina-Tina).	Manila	..50/–	
Bonthain		Singapore	..31/3	
Boroagan	(Samar).	Manila	..40/–	
Bulalacao	(Minando)	"	..30/–	
Bushire		Aden	..30/–	
Bussarah		"	..30/–	
Bwool		Singapore	..31/3	

C.

Cabalian	(Leyte).	Manila	..37/6	2162
Cagayan	(Mindanao).	"	..45/–	
Cagayan	(Cagayan)	"	..50/–	
Calapan	(Mindoro)	"	..30/–	
Calbayog	(Samar).	"	..37/6	
Calcutta		Aden	..25/–	
Candon	(Luzon)	Manila	..40/–	
Canton		Hong Kong	.. 7/6	
Capiz	(Panay)	Manila	..50/–	
Carigxara	(Leyte).	"	..37/6	
Catabalogan	(Samar).	"	..37/6	
Cataingan	(Masbate)	"	..30/–	2163
Cebu	"	Hong Kong	..12/6	
Cebu		Manila	..$4.25	
Pieces up to 1½ tons wt. and 20 ft. in length.....				
Changsha		Shanghai	..22/6	
Chefoo, Note 12		Kobe or Shanghai	..15/–	
Chemulpo, Note 8		Kobe	..15/–	
Chemulpo	Carbide Calcium.	Kobe	..25/–	
Cheribon		Singapore	..15/–	
Chinkiang		Shanghai	..10/–	
Chinnampo, Notes 1 and 11		Kobe	..18/9	2164
Chinwangtao		Shanghai	..20/–	
Colombo		Aden	..16/3	
Cottabato	(Mindanao).	Manila	..47/6	
Culion	(Culion).	"	..45/–	
Cuyo		"	..45/–	

2165

D.

Daet	(Luzon)	Manila	..45/–
Dagupan	"	"	..30/–
Daitotai	(Formosa)	Hong Kong	..16/3
Dalny, Note No. 9		Kobe	..15/–
Dapitan	(Mindanao)	Manila	..45/–
Davao	"	"	..50/–
Deli		Singapore	..15/–
Dipolo	(Mindanao)	Manila	..45/–
Djambi		Singapore	..15/–
2166 Djamna		"	..31/3
Djibouti		Aden	..12/6
Dobo	(Aroe Island)	Singapore	..31/3
Dongala	(Palos Bay)	"	.31/3
Donsol	(Luzon)	Manila	.30/–
Doreh		Singapore	31/3
Dumaguete	(Negroes)	Manila	/6

E.

Edi		S...ore	..20/–
Elat	(Kei Island)	"	..31/3
2167 Endeh		"	..30/–
Engano		"	..26/3

F.

Fakfak		Singapore	..31/3
Foochow		Hong Kong	..20/–
Fusan, Note 7	(Korea)	Kobe	..12/6
Fushiki, Note 7		"	..11/3

G.

Gani		Singapore	..31/3
2168 Gasan	(Marindugue)	Manila	..30/–
Gensan, Notes 1 and 9		Kobe	..15/–
Gisser		Singapore	..31/3
Glan	(Mindanao)	Manila	..47/6
Gorontalo		Singapore	..25/–
Goenoing-Sitoli		"	..25/–
Gubat	(Luzon)	Manila	..37/6
Guiuan	(Samar)	"	..37/6

H.

2169

Haiphong	General.	Hong Kong	13/9
Haiphoneg (Bale Cotton per 100 pounds)		"	17½c.
Hakodate, Note 7		Yokohama	15/–
Hanoi		Hong Kong	21/3
Hankow		Shanghai	15/–
Higan	(Mindanao).	Manila	45/–
Hodeidah		Aden	10/–
Hoihow		Hong Kong	10/–
Humboldtsbay		Singapore	31/3

2170

I.

Iba	(Luzon)	Manila	30/–
Ichang		Shanghai	23/9
Idi		Singapore	22/6
Iloilo	(Panay).	"	27/6
Iloilo	"	Hong Kong	13/9
Iloilo		Manila	$4.25
Pieces up to 1½ tons wt. and 20 ft. in length.			
Ilwaki	(Wetter Island)	Singapore	31/3
Indrapoera		"	26/3

2171

J.

Jeddah		Aden	12/6
Jolo	(Jolo).	Manila	47/6
Josin, Note 9	(Korea)	Yokohama or Kobe	16/9

K.

2172

Kajeli		Singapore	31/3
Keelung, Note 6		Kobe	12/6
Kalianda		Singapore	26/3
Kendari		"	31/3
Kiaochow	(Tsingtau)	Shanghai	15/–
Kilindini Harbor, General		Aden	20/–
Kilindini Harbor, Domestic		"	17/6
Kiukiang		Shanghai	15/–

2173
Kisser ..... Singapore ..31/3
Klang ..... " ..15/-
Koetei .....(Samarinda). .... " ..17/6
Korido ..... " ..31/3
Korsakovsk, Notes 1 and 12.....Kobe ..27/6
Kota-Barce .....(Pulu Laut) .....Singapore ..17/6
Kota-Boena ..... " ..31/3
Kuela Lampur ..... " ..27/6
Kudat ..... " ..22/6
Kudat .....Hong Kong ..13/9
Kurrachee .....Aden ..15/-
2174
Kroe .....Singapore ..26/3
Kwandang ..... " ..30/-
Kyoto, Note 5.....Kobe .. 6/3

L.

Laboean-Hadji .....Singapore ..17/6
Labuan ..... " ..20/-
Lagonoy .....(Luzon) .....Manila ..45/-
Laguimanoc ..... " ..... " ..30/-
2175
Laoag ..... " ..... " ..37/6
Laoang .....(Samar). ..... " ..37/6
Larentoeka .....Singapore ..31/3
La Ysabela .....(Basilan). .....Manila ..47/6
Lebac .....(Mindanao). ..... " ..47/6
Legaspi .....(Luzon) ..... " ..37/6
Lelingloewan .....(Larat) .....Singapore ..31/3
Lho-Seumaweh ..... " ..22/6
Liroeng ..... " ..30/-
Losoni ..... " ..31/3

2176
M.

Maasin .....(Leyte). .....Manila ..37/6
Macassar .....Singapore ..15/-
Macao .....Hong Kong .. 7/6
Madras .....Aden ..20/-
Magadoxa ..... " ..37/6
Malacca .....Singapore ..15/-
Maligboc .....(Leyte). .....Manila ..37/6

Mambalac	(Camiguing)	"	..45/–	2177
Mangarin	(Mindanao)	"	..30/–	
Manna		Singapore	..26/3	
Manokwari		"	..31/3	
Maoemerie		"	..31/3	
Mapano		"	..31/3	
Marangas	(Paragua)	Manila	..47/6	
Maribojog	(Bohol)	"	..47/6	
Massowah		Aden	..12/6	
Matnog	(Luzon)	Manila	..37/6	
Matinan		Singapore	..30/–	
Matti	(Mindanao)	Manila	..47/6	2178
Mauban	(Luzon)	"	..47/6	
Mempawa		Singapore	..15/–	
Menado		"	..25/–	
Merauke		"	..31/3	
Meulaboh	(Analaboe)	"	..25/–	
Mobammerah		Aden	..25/–	
Moera-Djawa		Singapore	..22/6	
Moeara	(Dwjawa)	"	..17/6	
Moera-Saba		"	..15/–	
Moji		Kobe	..12/6	
Mokko-Mokko		Singapore	..27/6	2179

Mombassa—through rate—landed

Heavy Pieces		General Cargo	..52/6
1 to 1½ tons	..60/–	Domestics	..42/6
1½ to 2 tons	..67/6	Corrugated Iron	.47/6
2 to 3 tons	..72/6 landing additional	Flour in bags	..47/6
		Flour in barrels	.52/6

Moulmein	(Burmah)	Singapore	..18/–	
Mukpo, Notes 1 and 8		Kobe	..15/–	
Muntok		Singapore	..15/–	
Muroran, Note 8		Yokohama	..15/–	2180
Muscat		Aden	..20/–	

N.

Nagasaki, Note 8	Kobe	..12/6	
Nagoya-Yokkaichi	Yokohama	.. 6/3	
Nangamessi or Waingapoe	Singapore	..31/3	
Nanking	Shanghai	..12/6	
Naro (Masbate)	Manila	..30/–	

2181	Natal		Singapore	..30/-
	Neumuro, Note 8		Yokohama	..23/-
	Neuchwang, Notes 1 and 10		Shanghai or Kobe	..17/6
	New Wiju		Kobe	..18/9
	Niigata, Note 8		Yokohama or Kobe	..12/6
	Nikolaevosk, Notes 1 and 12		Kobe	..33/9
	Ningpo, Note 12		Shanghai	..12/6
	Nueva Caceres	(Luzon)	Manila	..45/-

O.

2182	Oginohama, Note 6		Yokohama	.. 8/9
	Olehleh		Singapore	..20/-
	Olongapo	(Luzon)	Manila	..30/-
	Ormoc	(Leyte)	Manila	..37/6
	Oroquieta	(Mindanao)	"	..45/-
	Osaka, Note 3		Kobe	.. 5/-
	Otaru, Note 8		Yokohama	..18/9

P.

2183	Padang		Singapore	..26/3
	Pakhoi		Hong Kong	..11/3
	Palonoc	(Masbate)	Manila	..30/-
	Palembang		Singapore	..15/-
	Palehleh		"	..31/3
	Paloppo	(Loewoe)	"	..31/3
	Palo		"	..15/-
	Palompon	(Leyte)	Manila	..37/6
	Palima		Singapore	..31/3
2184	Paluan	(Mindoro)	Manila	..30/-
	Pamanghat		Singapore	..15/-
	Panarekan		"	..17/6
	Paneh	(Laboean-Bilik)	"	..15/-
	Panolan	(Cantanduanse)	Manila	..45/-
	Parang-Parang	(Mindanao)	"	..47/6
	Pare-Pare		Singapore	..31/3
	Pasir		"	..17/6
	Pasacco	(Luzon)	Manila	..30/-

Potani		Singapore	..31/3	2185
Penang		"	..10/–	
Pekalongan		"	..15/–	
Peta		"	..31/3	
Poeloe-Raya		"	..30/–	
Poeloe-Tello		"	..30/–	
Pelaboean	(Ratoe)	"	..17/6	
Polac	(Mindoro)	Manila	..30/–	
Polloc	(Mindanao)	"	..47/6	
Pontianak		Singapore	..15/–	
Port Arthur, Notes 1 and 10		Kobe	..22/6	
Port Dickson		Singapore	..17/6	2186
Port Swettenham		"	..21/3	
Port Weld		"	..20/–	
Pirue		"	..31/3	
Priaman		"	..30/–	
Puerto Princesa	(Paragua)	Manila	..47/6	
Punta Separacion	"	"	..47/6	

R.

Rangoon		Singapore	..15/–	
Romblon	(Romblon)	Manila	..30/–	2187
Roon		Singapore	..31/3	
Rotti		"	..31/3	
Ruke		Hong Kong	..35/–	

S.

Sabang	(Pulu-Weh)	Singapore	..20/–	
Sakata, Note 8		Yokohama or Kobe	..12/6	
Balabangka		Singapore	..31/3	2188
Saleier		"	..31/3	
Salomague	(Luzon)	Manila	..35/–	
Samarinda	(Koetei)	Singapore	..17/6	
Samarang		"	..10/–	
Sambas		"	..15/–	
Sandakan	(Singapore or Hong Kong)		..22/6	
San Fernando de la Union	(Luzon)	Manila	..30/–	

2189	San Filipe	"	"	..30/-
	San Jose de Buena-vista .....(Panay).		"	..47/6
	San Pascual .....(Cantandanes) ...		"	..30/-
	Santa Cruz .....(Martinique).		"	..30/-
	Santa Cruz .....(Mindoro)		"	..45/-
	Santa Cruz .....(Luzon)		Singapore	..31/3
	Santa Maria .....(Minandao).		"	..12/6
	Saonek		"	..31/3
	Saigon.		Manila	..47/6
	Saparoea		Singapore	..15/-
2190	Sarangani Bay.....(Mindanao)		"	..31/3
	Sarawak		"	..15/-
	Savoe.		"	..22/6
	Seak		"	..31/3
	Segii		"	..31/3
	Sekar.		Shanghai	..22/6
	Serwaroe. .....(Letti)		Singapore	..10/-
	Shasi.		"	..31/3
	Siak			
	Siaoe			
2191	Siassi .....Manila ..47/6 (Siassi)			
	Siboga.		Singapore	..30/-
	Simpang.		Singapore	..15/-
	Sinabangbaai. .....(Pulu Simeuloe)..		"	..30/-
	Sinagup .....(Paragua). .....Manila			..47/6
	Sindjai .....(Balangnipa) ....Singapore			..31/3
	Singkawang		"	..15/-
	Singkel		"	..30/-
	Sindangan .....(Minandao). .....Manila			..45/6
	Soemalata.		Singapore	..31/-
2192	Soemenap.		"	..17/3
	Soerabaya.		"	..10/-
	Sorong		"	..31/3
	Sorrogon. .....(Luzon) .....Manila			..30/-
	Suakim .....Aden			..12/6
	Subic. .....(Luzon) .....Manila			..30/-
	Sumbawa .....Singapore			..17/6
	Swatow. .....Hong Kong			..11/3

T.

Taal	(Luzon)	Manila	..30/–	
Tabaco	"	"	..37/6	
Tacloban	(Leyte)	"	..37/6	
Taiwanfoo		Hong Kong	..21/3	
Taku	(Formosa)	Kobe	..18/9	
Taku		Shanghai	..20/–	
Tampat-Toean		Singapore	..22/6	
Tamsui, Note 12	(Formosa)	Hong Kong	..16/3	
Tandjong-Balei	(Asshan)	Singapore	..15/–	
Tarakan		"	..17/6	2194
Tataan	(Tina-Tina)	Manila	..47/6	
Tegal		Singapore	..15/–	
Telok-Betong		"	..26/3	
Telok-Semawe		"	..22/6	
Teluk-Anson		"	..27/6	
Temboekoe		"	..31/3	
Tepa	(Babber)	"	..31/3	
Ternate		"	..25/–	
Thursday Island		"	..30/–	
Tientsin, Note 2, Winter Rate		Shanghai	..25/–	
Tientsin, Note 2, Summer Rate		"	..15/6	2195
Tientsin, Note 2, Winter Domestics, Cases		"	..25/–	
Tientsin, Note 2, Summer, Domestics, Cases		"	..15/6	
Tientsin, Note 2, Domestics (Bales) Winter, per 100 lbs.			40c	
Tientsin, Note 2, Domestics (Bales) Summer, per 100 lbs.			30c	
Tifoe	(Boëroe)	Singapore	..31/3	
Timor-Deli		"	..31/3	
Timor-Koepang		"	..31/3	
Toboali		"	..15/–	
Toeal	(Kei Island)	"	..31/3	
Tokio, Note 3		Yokohama	.. 3/9	2196
Toli-Toli or Tontoli		Singapore	..31/3	
Tongku, Note 1		Shanghai	..20/–	
Tonkin		"	..20/–	
Toroena	(Sangir Island)	Singapore	..31/3	
Totok		"	..31/3	
Tsingtau	(Kiaochow)	Shanghai	..15/–	
Tucuran	(Mindanao)	Manila	..47/6	

2205	Mr. R. Tenbroack,	General Eastern Agent, Union Pacific Co., New York.	Rep. Vancouver Steamship Lines.
	Mr. E. B. Skinner,	Asst. Traffic Manager, Canadian Pacific Co., New York.	
	Mr. W. F. Stephens,	Eastern Freight Agent, Canadian Pacific Co., New York.	

Suez Lines represented by:

2206	United States & China-Japan S. S. Line,	Mr. C. H. Betts, N. Y.
	Barber Line,	Mr. A. Hautman, N. Y.
	American Asiatic S. S. Co.,	Mr. J. D. Gluck, N. Y.
	American & Oriental Line,	Mr. Wm. Boyd, Mr. R. A. Sewall.

A general discussion was held with reference to putting the Overland and Suez rates on a basis of parity and after several committees had been discussed, it was found advisable to appoint a sub-committee to go through existing schedules and make reports to the General Committee when ready. The following committee was
2207 appointed:

Mr. C. G. Burnham,	Representing the Pacific Lines,
Mr. R. S. Stubbs,	and
Mr. A. Hautman,	
Mr. J. D. Gluck,	Representing the Suez Lines.
Mr. C. H. Betts,	

Meeting Adjourned.

C. H. Betts
For the U. S. & China-Japan S. S. Line.

2208 A. Hautman
For the Barber Line.

Jno. D. Gluck
For the American Asiatic S. S. Co.

William Boyd
For the American & Oriental Line.

R. S. Stubbs
For the San Francisco & Portland Lines.

C. G. Burnham
For the Puget Sound Lines."

Petitioner's Exhibit 20—Sparks 295.

2209

"The Committee appointed at the Joint Suez and Trans Continental meeting, have agreed upon the following suggestions as regards rates, which are hereby respectfully submitted:

GENERAL MERCHANDISE:

Present rate, Suez from New York, 27/6 to 30/- per 40 c. f.
Present Overland rate, $1.75 per 100 lbs.

2210

Suggested change:

Suez, from New York, 32/6 per 40 C. F.
Overland to remain the same.
Railroads reserve the right to specify commodity rates at times when considered necessary.

Bonus conceded.

BEER:

Present rate, Suez, from New York, 35c. per 100 lbs.
Present Overland rate, from all points, 70c. per 100 lbs.

2211

Suggested change:

Suez, from New York, 65c. per 100 lbs.
Overland, $1.00 per 100 lbs.
This will mean a through rate by the Suez Lines of 95c. per 100 lbs. from Milwaukee, 93c. from Cincinnati and $1.00 from St. Louis, giving the Suez Lines a chance to obtain beer from Milwaukee and Cincinnati, and practically giving the Overland Lines the St. Louis territory.

No bonus.

CANDLES:

2212

Present rate, Suez, New York, 30/- per 40 C. F. Equivalent to 72c. per 100 lbs. (about 90 C. F. to 2,240 lbs.).
Overland, $1.25 per 100 lbs. from all points.

Suggested change:

Suez, from New York, 85c. per 100 lbs. from New York (except Standard Oil Co's shipments, which are excluded).

2213 Overland, to maintain present tariff, except on Standard Oil Co's shipments.
Movement principally from St. Louis, the rate from this point to New York being 35c. per 100 lbs.

Bonus conceded.

BEEF OR PORK:

Present rate, Suez from New York, 30/- per 40 C. F. (about 50 C. F. to 2,240 lbs.). Equivalent to about 40c. per 100 lbs.

2214 Overland, 90c. per 100 lbs., from all points.

Suggested change:

Suez, from New York, General cargo rate of 32/6 per 40 C. F. equivalent to about 45c. per 100 lbs., which would make through rate from Chicago 75c. per 100 lbs.
Overland rate will be increased to $1.00 per 100 lbs.
Discussion developed that this traffic is not subject to Suez competition.

Bonus conceded.

CANNED GOODS—EXCEPTING MILK:

2215 Present rate, same as Beef or Pork.

Suggested change:

Suez, from New York, same as Beef or Pork.
Overland, to remain as at present—80c. per 100 lbs. from all points.

Bonus conceded.

COTTON KNIT UNDERWEAR AND UNDER WEAR CLOTH:

2216 Present rate, Suez, from New York, 22/6 per 40 C. F.
Overland, $1.60 per 100 lbs. from all points.

Suggested change:

Suez, from New York, 25/- per 40 C. F. which is equivalent to about $1.82 per 100 lbs., based on 224 C. F. to the ton weight.
Overland to be $1.75 per 100 lbs. from all points.
Average rate to New York 16c. per 100 lbs. from New England points.

Bonus conceded.

RAW COTTON AND COTTON WASTE, MACHINE COMPRESSED: 2217

Present rate, Suez, from New York, 40c. per 100 lbs.
Overland, $1.35 per 100 lbs., from all points, including compressing.

No change suggested.

No Bonus.

COTTON PIECE GOODS, IN BALES, AS ENUMERATED:

Calicoes, Cambrics, glazed, flat (not including Tracing Cloth), Cottonades, Cotton Prints, Cotton Damask, Cotton Jeans, Cotton Dress Linings (not otherwise specified), Buckram, Cotton Shirtings, Canvas, Drills, Denims, Domestic Checks, Domestic Ginghams, Sheetings, Silesias, Tickings,—from Southern Mills. 2218

Present rate, Suez from New York, 22/6 per 40 C. F., equivalent to about 47½c. per 100 lbs.
Overland, $1.10 per 100 lbs., from all points.
Average rate to New York, 49c. making through Suez 96½c. 2219

Suggested change:

Suez, from New York, 32/6 per 40 C. F., equivalent to about 65c. per 100 lbs., based on 1,220 lbs. per 40 C. F.
Overland rate from all points, $1.25 per 100 lbs.
The rail lines state that the present rate must stand until the existing contracts expire, which is thought to be about July, 1906, when it is suggested that the new rate shall apply.

Bonus conceded. 2220

COTTON PIECE GOODS, IN BALES AND CASES, FROM NEW ENGLAND POINTS:

Present rate, Suez, from New York, 22/6 per 40 C. F.
Overland, $11.25 from all points.

Suggested change:

Suez, from New York, 32/6 ($7.93) per 40 C. F.
Overland rate to remain as at present.

2221 Average rate from New England points to New York, 16c. to 20c.

Bonus conceded.

Note: As regards commencement of the change, same as Domestics from the South.

RAILS:

Present rate, Suez from New York, 20/- per 2240 lbs. (about 22c. per 100 lbs.).

Rate to New York from Pittsburg, $1.75 per ton of 2,240

2222 lbs., equivalent to $6.63 through.

Overland, $10.50 from Pittsburg.

The Rail Lines think that the Suez rate is too low, but in view of the business offering the Suez Lines are unwilling to advance.

Discussion developed that the result of any increase in Suez rates will undoubtedly be to encourage special charters of tramp tonnage, resulting in general decline of Suez rates, and on other cargo as well.

No Bonus.

2228 *PLATES, SHEETS AND BARS:*

Present rate, Suez, from New York, 20/- per 2,240 lbs. (about 22c. 100 lbs.).

Overland, 60c. per 100 lbs., from all points.

Average rate to New York, 9½c.

Suez Lines' position the same as on Rails.

No Bonus.

PIG IRON:

Present rate, Suez from New York, 20/- per 2240 lbs.

2224 Overland, 50c. per 100 lbs.

Suez Lines' position the same as on Rails.

No bonus.

PIPE:

Present rate, Suez, from New York, 22/6 per ton weight or measurement.

Overland, 60c. per 100 lbs.

Arbitrary from Pittsburg to New York, 9½c. 2225
The Suez Lines felt they could not advance the rate, for the same reasons as other steel products, but it was thought advisable that the Rail Lines should make special rates for Pipe measuring over 40 C. F. to the ton, which is not provided for in their tariff.

No Bonus.

STRUCTURAL MATERIAL:

Present rate, Suez, from New York, 35/- per ton of 2,240 lbs. for pieces weighing up to 5 tons.
Overland, 60c. per 100 lbs., from all points. 2226
The rate from Pittsburg to New York is 9½c. per 100 lbs.
Suez Lines' position the same as on Rails.

No Bonus.

NAILS AND PLAIN WIRE:

The present rate from New York is 20/- per 2,240 lbs.
The Overland rate is 35c. per 100 lbs., from Cleveland and points West.
The rate from Allentown to New York is 6c. per 100 2227
lbs.
It was suggested that the Suez rate should be advanced to 25c. per 100 lbs.
Overland rate to remain at 35c.
The rate from Cleveland to New York is 13 ½c. per 100 lbs., which excludes the Suez Lines from that district.

No Bonus.

LARD AND LARD SUBSTITUTES:

Suez Lines quote General Cargo rate of 30/- per 40 C. F., about 60 feet equals 45c. per 100 lbs. 2228
Overland quotes 70c. per 100 lbs.
It is suggested that the Suez Lines continue to consider this as General Cargo and quote 32/6, equivalent to 52c. and the Rail Lines advance to 85c.
Rate to New York is 30c. per 100 lbs., making through Suez 82c.

2229 It is understood that the Trans Continental Lines will omit the Singapore quotation from their tariff.

Bonus conceded.

LIQUORS, IN GLASS AND WOOD:

Present rate, Suez, from New York, 27/6 to 32/6 per 40 C. F.
The Rail Lines have separate classifications varying from 80c. to $1.15.
It is suggested that the Suez rate be advanced to 75c. per
2230 100 lbs., and the Overland to a uniform rate of $1.15.

Bonus conceded.

ALCOHOL:

Present rate, Suez, from New York, 30/– per 40 C. F. (about 55 C. F. equals 45c. per 100 lbs.).
Overland, 70c. from all points.

Suggested change:

Suez, from New York, 27/6 per 40 C. F., equivalent to
2231 about 41c. per 100 lbs.
Overland to remain as at present.

Bonus conceded.

MACHINERY, INCLUDING ELECTRICAL AND ELECTRICAL APPLIANCES:

The Suez rate is 30/– which is equivalent to about 48c. per 100 lbs., based on 60 feet to the ton.
The Overland rate is 90c. per 100 lbs., from all points.
The limit of weight via Suez is 4480 lbs. and Overland 4000 lbs.

2232 The average inland rate to New York is 25c. per 100 lbs. It is suggested that the Suez Lines advance their rate to 32/6 equals to 50c. per 100 lbs. Overland advance to 95c. per 100 lbs. and the above rates to include pieces up to 5,000 lbs. The following scale was also suggested on heavier pieces:

	Suez	Overland	2233
5,000/ 9,000 lbs.	40/–	$1.10	
9,000/13,000 lbs.	47/6	$1.20	
13,000/17,000 lbs.	57/6	$1.35	
17,000/21,000 lbs.	67/6	$1.50	
21,000/25,000 lbs.	77/6	$1.65	
25,000/30,000 lbs.	85/–	$1.75	
30,000/40,000 lbs.	102/6	$2.00	
40,000/50,000 lbs.	117/6	$2.20	

Bonus conceded.

CONDENSED MILK: 2234

Present rate, Suez, from New York, 27/6 to 32/6 per 40 C. F. (about 45c. per 100 lbs.).
Overland, 75c. per 100 lbs.

Suggested change:

Suez, from New York, 45c. per 100 lbs.
Overland, 80c. per 100 lbs., from all points.
Average rate to New York, 30c./
Note: It was thought advisable to keep this rate low, owing to foreign competition. Most of the Condensed 2235
Milk people refuse to ship via Suez on account of climatic conditions.

Bonus conceded.

WIRE SHORTS:

Present rate, Suez, from New York, 22/6 per 2240 lbs. (equal 24c. per 100 lbs.).
Overland, 35c. per 100 lbs., from Cleveland and points West.
It was suggested that the Suez Lines advance their rate to 28c., overland to 38c. 2236

No bonus.

PAPER:

The Suez rate is 25/– with no bonus, equivalent to about 40c. per 100 lbs. based on 60 C. F., and the Overland rate is 52c. per 100 lbs.
It was decided for the Suez Lines to quote 27/6, *with bonus* and for the Overland to advance their rate to 60c.

2237 from all points, the rate of 27/6 being equivalent to about 44c.
It was not thought advisable to advance beyond these figures, owing to foreign competition.

SHOVELS, SPADES AND SCOOPS:

(about 188 C. F. to 2240 lbs.).
The rate via Suez is the same as on General Cargo, and it was suggested that the Overland routes should make the same classification.

Bonus conceded.

2238 Discussion developed that business is now moving Suez, even though a higher rate is applied than carried on Trans-Continental tariff. No reason could be developed for this.

SOAP:

The present rate via Suez is 30/– (equal to 41c. per 100 lbs. based on 50 C. F.).
The Overland rate is 70c.
It was suggested that the Suez Lines advance to 32/6,
2239 which is equivalent to about 45c., based on 50 feet, and that the Overland advance their rate to 80c. from all points.
The Soap originates principally at Chicago, and the rate from Chicago to New York is 30c.

Bonus conceded.

STARCH:

Suez rate is 27/6 to 32/6.
Overland rate is $1.25.
2240 It was suggested that the Overland Routes reduce their rate to 85c. the Suez Lines quoting General Cargo rate of 32/6, which is equivalent to about 61c. based on 70 feet per ton.

Bonus conceded.

TIN FOIL:

The Suez Lines have been handling this commodity at 15/– in conjunction with Leaf Tobacco shipments.

It is suggested that the Suez Lines apply their General Cargo rate, the Overland Routes to retain their rate of 80c. from all points. 2241

Bonus conceded.

MANUFACTURED TOBACCO AND CIGARETTES:

(about 100 C. F. to 2240 lbs.)
The rate by the Suez Lines is 15/– per 40 C. F., equivalent to 40c. per 100 lbs., the Overland rate being $1.10.
It was suggested that the Suez Lines should quote 55c. per 100 lbs. from New York, and that the Overland Routes should advance their rate to $1.25. 2242
Average rate to New York 50c.

No bonus.

LEAF TOBACCO:

The Suez rate is 15/– per 40 C. F., equivalent to 60c. per 100 lbs., based on 150 feet to the ton, and the Overland rate is $1.50. It is suggested that the Suez Lines advance their rate to $1.00 per 100 lbs., and the Overland to $1.70.
Average rate to New York, 36c. 2243

No bonus.

Note: Discussion developed that the Suez Lines have handled none of this business to Japan for years, and practically all of their shipments have been to Shanghai, and these have been very light.

WOOD PULP:

The present Suez rate from New York is 20/–, equivalent to about 32c. based on 60 feet. 2244
The Overland rate from all points is 65c. per 100 lbs. It is suggested that the Suez Lines advance to 25/–, equivalent to about 40½c., the Overland Routes retaining their rate of 65c., which it is not advisable to advance, owing to foreign competition. The arbitrary to New York averages 16c. per 100 lbs.

Bonus conceded.

2245 *COPPER:*

Suez rate 25/–, equivalent to 27c. per 100 lbs., on 60 lb. bars, or small ingots, packed.
Overland rate 55c. from Montana, 60c. from Michigan points.
Suggest rates remain as they are, but it is recommended that the Rail Lines insist upon Copper being shipped in 55 to 60 lb. bars, or packed in barrels, owing to pilferage and difficulty in handling.
Market conditions prevent advance in rates, owing to
2246 Australian competition, and method of selling.

Bonus conceded.

CARS AND CAR MATERIAL:

Suez Lines have been quoting 25/–/
Rail Lines have been quoting 90c. from all points.
It is suggested that the Suez Lines advance to 27/6, which at 85 feet to the ton is equivalent to 64c., the arbitrary from Penna. points to New York being 18c.
Also suggested that the Rail Lines apply their machinery
2247 rate of 95c. and above rates to obtain on packages up to 5000 lbs.
For heavier pieces the machinery lift scale to apply.
It being understood that if large lots are offered, with the possibility of foreign competition, a conference will be called for a special rate to meet conditions.

No bonus.

LOCOMOTIVES:

The Suez Lines have been quoting a rate of 27/6 all round measurement, and the Rail Lines $1.00.
2248 It is suggested that the Suez Lines now quote 35/– on shipments not exceeding 10 locomotives, and that the Rail Lines quote $1.00 on similar quantities.
On larger quantities a conference is suggested, as in the case of cars. On large lots there is always the menace of Baldwin's chartering tramp tonnage.
No lift scale to apply on locomotives.

No bonus.

CARBON BLACK: 2249

The Suez rate is 20/– which at 200 feet to the ton is equivalent to $1.10 per 100 lbs.
The average cost of getting to New York from producing points is 12c.
It is suggested that the Suez Lines quote 22/6, equivalent to about $1.20, and the Overland Routes quote $1.50.

Bonus conceded.

SOLE LEATHER:

Suez Lines have been quoting 20/– and based on 120 C. F. to the ton, this is equivalent to 66c. per 100 lbs. Overland $1.00. 2250
It is suggested that the Suez Lines increase their rate to 30/– which is equivalent to about $1.00 per 100 lbs. and that the Overland Routes establish a rate of $1.25 per 100 lbs.

Bonus conceded.

(signed) JNO. D. GLUCK,
for American Asiatic SS Co.

" A. HAUTMAN, 2251
for Barber Line.

" C. H. BETTS,
for U. S. & China-Japan SS Line.

" R. S. STUBBS,
for San Francisco and Portland Lines.

" C. G. BURNHAM,
for Puget Sound Lines.

New York, July 13, 1905."

2252

2258

Petitioner's Exhibit 21—Sparks 295.

"New York, July 14, 1905.

Minutes of a Meeting held on July 14, 1905, at 8-10 Bridge Street, between representatives of the Trans-Pacific Lines in the Asiatic business, and representatives of the Suez Lines.

Trans-Pacific Lines represented by the following:

	Mr. Geo. O. Somers	Assistant to 1st Vice President, Chicago, Burlington & Quincy R. R. Co., Chicago.
2254		
	Mr. C. G. Burnham	Foreign Traffic Agent, Chicago, Burlington & Quincy R. R. Co., Chicago.
	Mr. H. P. Durdan	Agent, Puget Sound Lines, N. Y. (Representing Puget Sound S. S. Lines.)
	Mr. L. J. Spence	General Eastern Freight Agent, Southern Pacific Co., New York.
	Mr. R. S. Stubbs	Travelling Freight Agent, So. Pac. Co., New York.
2255		
	Mr. C. K. Dunlap	General Freight Agent, Houston & Texas Central R. R. Co., Houston, Tex. (Representing San Francisco S. S. Lines.)
	Mr. R. Tenbroeck	General Eastern Agent, Union Pacific Co., New York. (Representing Van C'vr. S. S. Lines.)
	Mr. E. B. Skinner	Assistant Traffic Manager, Canadian Pacific Co., New York.
2256		
	Mr. W. F. Stevenson	Eastern Freight Agent, Canadian Pacific Co., New York.

Suez Lines represented by:

United States & China-Japan SS Line	Mr. C. H. Betts, New York
Barber Line	Mr. A. Hautman
American-Asiatic S. S. Co.	Mr. J. D. Gluck
American & Oriental Line	Mr. William Boyd
	Mr. R. A. Sewall

1. The Report of the Special Committee was considered, and it was agreed that same should be accepted, with the following exceptions: 2257

(a) *COTTON PIECE GOODS:* The date on which the advanced rate on Cotton Piece Goods should go into effect could not be agreed on, owing to existing contracts. The Puget Sound Lines represented that they were not positive as to the date of expiration it would be possible for them to agree upon until replies to cable inquiries had been received, which it is expected will be within a few days. The San Francisco, Vancouver and 2258
Portland Lines announced that they were willing to agree upon July 1st, 1906, as the date of expiration of the $1.10 rate, provided it develops there are no commitments of the other lines beyond that date. Should it be determined that any Line is obliged to apply the $1.10 rate after July 1st, 1906, the other lines will be obliged to use the same rate during the period for which the Line in question is committed. The Suez Lines announced that they could make the new rates effective at any date which might be finally determined 2259
upon as acceptable to the Pacific Lines.

(b) The Committee amended their report on Domestics in bales, and it was agreed that the Suez Lines should quote a rate of 62½c. per 100 lbs. from New York.

(c) *CONDENSED MILK:* It is agreed that the existing rates be maintained, both via Overland and Suez.

(d) *RAW COTTON:* The Rail Lines requested the Suez Lines to advance their rate of 40c., which the Suez Lines felt they were unable to do, owing to the very 2260
light movement which they were getting at 40c.

(e) *CARS AND CAR MATERIAL:* The Rail Lines recommended applying rate of $1.00 instead of the machinery rate of 95c. suggested by the Committee on pieces up to 5999 lbs. over 5000 lbs., the machinery lift scale to apply.

2261 2. It is the sense of those present at this meeting that it will be very prejudicial to the consummation of the proposed purposes for which the conference has been called, if any of the Lines at interest make unusual bookings at the present low rates with the expectation of having any advantage over their competitors when the arrangement is consummated.

3. It was agreed that a copy of the minutes of the meeting of July 11th, as well as the report of the Special Committee, and a copy of these minutes, would be handed
2262 to each of the members present, for transmission to their superior officers, for such further action as may be necessary.

Meeting Adjourned.

C. H. BETTS,
For the U. S. & China-Japan SS Line.

A. HAUTMAN,
For the Barber Line.

JNO. D. GLUCK,
2263 For the American Asiatic SS Co.

WILLIAM BOYD,
For the American & Oriental Line.

R. S. STUBBS,
For the San Francisco and Portland SS Lines.

C. G. BURNHAM,
For the Puget Sound Steamship Lines.

For the Vancouver Lines."

2264

Petitioner's Exhibit 22—Barber 345. 2265

November 16th, 1910.

HEADS OF AGREEMENT.

1. To extend the joint working of the Conference Lines and the American & Manchurian Line for a period of five years from the date hereof and then subject to six months' notice, subject to modification in the event of an agreement being made with the U. S. S. P. E. Co., for a less term, whereby the Signatories (Conference Lines and American & Manchurian Line) agree to co-operate for mutual benefit to work 2266
the trade from the Atlantic ports of U. S. A. to Far East.

2. Eastward sailings agreed on basis of total 36 (thirty-six) sailings per annum, as follows:

25 to the Conference Lines.
11 to the American & Manchurian Line.

If six sailings to U. S. S. P. E. Co., then four to Conference and two to American & Manchurian Line—increase in sailings above this 42 (forty-two), to be ¾ (three-quarters) Conference, ¼ (one-quarter) American & Manchurian Line, 2267
until 60 (sixty); then two-thirds to Conference and one-third to American & Manchurian Line.

3. The size of steamers employed in the trade to be limited in their capacity for loading on the berth to 8500 (eighty-five hundred) tons d. w. and the equivalent of 525,000 grain space c. ft.

4. Clauses as in previous Eastward Agreement expressing mutuality in working arrangements.

5. In event of U. S. S. P. E. Co., requiring to have an 2268
interest in the trade from New York to the Far East either by way of sailings or participation in results, it is agreed that the Conference Lines and American & Manchurian Line stand together for the purpose of meeting any such requirements, and neither party to act in this connection without regard to the general interest, it being agreed that the arrangements, if any, as to sailings with U. S. S. P. E. Co., shall be for joint account in third shares between the Confer-

2269 ence Lines and the American & Manchurian Line, that is, two-thirds being for the Conference Lines and one-third for American & Manchurian Line.

6. Further agreed that the Conference Lines acquiesce in American & Manchurian Line sharing in the present trade of the Westward voyages from the Far East to New York, &c., to the extent of a basis of 5/51 of the sailings in each and every serial year, and American & Manchurian Line will pool these steamers with the Homeward Conference on the same terms as the existing Conference steamers are included.

2270 Steamers not to exceed 11,500 tons bales space.

It is agreed that all parties hereto shall meet in Conference for the advancement of the mutual interests.

This agreement is subject to mutually agreed modifications necessary to meet the requirements of the U. S. S. P. E. Co.

Dated in London this sixteenth day of November, 1910.

Subject to reservation already intimated regarding the Prince Line, Ltd.

BARBER LINE,
p. W. J. CHAMBERS.

2271 For THE AMERICAN & ORIENTAL LINE,
HOWARD HOULDER & PARTNERS, Ltd.
HOWARD HOULDER,
Director,
General Mgrs.

p. p. T. B. ROYDEN,
P. L. ROOPER.

SHEWAN, TOMES & CO.

THE AMERICAN & MANCHURIAN LINE,
BUCKNALL STEAMSHIP LINES, LD.
EDWARD LLOYD,
General Manager.

2272

DODWELL & COMPANY, LIMITED.,
THOMAS M. DERMER,
Director.

So far as the above conditions concerned the Westward Conference from the Far East to the U. S. A. 2273

ANGLO-AMERICAN OIL COMPANY, LD.,
F. E. POWELL,
Director.

A. W. E.

CERTIFIED A TRUE COPY OF THE ORIGINAL IN OUR POSSESSION. 2274

For DODWELL & COMPANY, LIMITED,
London Secretaries New York Westward Conference.

THOS. M. DERMER.
Director.

Petitioner's Exhibit 22a—Barber 345.

MEMORANDUM to be attached to the Agreement of November 16th, 1910, and supplemental thereto.

WHEREAS, by Clause 1 of the above Agreement reference is made to the period of an Agreement then being negotiated with the United States Steel Products Export Co., and WHEREAS, in the final clause the Above Agreement is made subject to mutually agreed modifications necessary to meet the requirements of the U. S. S. P. E. CO., it is now agreed between all parties, signatories to the aforesaid Agreement of November 16th, 1910, that notwithstanding the Agreement arrived at with the U. S. S. P. E. CO., being for one year only the Agreement itself of November 16th, 1910, shall continue in force for a period of three years from date 2275 2276

2277 thereof instead of five years as expressed in Clause 1 and then subject to six months' notice.

Dated, London, 19th day of July, 1911.

D & Co., Ltd.,
T. M. D.

B. S. L.
E. L.

p. p. T. B. R.
P. L. R.

A. A. O. CO., Ltd.,
F. E. P.

S. T. & Co.,

Barber Line,
W. J. C.

2278

For A & O Line
H. H.

CERTIFIED A TRUE COPY OF THE ORIGINAL IN OUR POSSESSION

For DODWELL & CO., Ltd.,
London Secretaries New York
Westward Conference,
THOS. M. DERMER,
Director.

2279 A TRUE COPY OF THE CERTIFIED COPY IN POSSESSION OF CONVERS & KIRLIN RECEIVED FROM DODWELL & CO., LTD.

M. W. MACLAY, Jr.

Petitioner's Exhibit 22b—Barber 345.

EXTRACT FROM MINUTES OF MEETING HELD 14th JUNE, 1911.

2280 "With reference to the Agreement dated November 16th, 1910, which provided for the inclusion of the American & Manchurian Line in the Westward Conference for a minimum period of three years, and whereas by Clause 22 of the Westward Conference dated April 13th, 1905, any party thereto is entitled to withdraw from the Conference by giving six months' notice it is specially agreed that, in the event of more than one of the Lines who signed the above mentioned Westward

Agreement giving notice of withdrawal, the American & Manchurian Line shall also have the right of giving six months' notice of withdrawal from the above mentioned Agreement dated November 16th, 1910." 2281

LONDON, 19th July, 1911.

D & Co., Ltd.,
T. M. D.

p. p. T. B. R. P. L. R.

S. T. & Co.,

2282

For A. & O Line.,
H. H.

B. S. L.
E. L.

A. A. O. Co., Ltd.,
F. E. P.

Barber Line,
W. J. C.

CERTIFIED A TRUE COPY OF THE ORIGINAL IN OUR POSSESSION 2283

For DODWELL & CO., Ltd.,
London Secretaries New York
Westward Conference,
THOS. M. DERMER,
Director.

Petitioner's Exhibit 23—Rec. 457.

MEMORANDUM of AGREEMENT entered into at London this fifteenth day of September, 1905, between 2284
The American & Oriental Line (Messrs. Howard Houlder & Partners, Ltd., Managers),
The Anglo-American Oil Co., Ltd.,
Messrs. Dodwell & Co., Ltd.,
The Hamburg-American Line.
Messrs. T. B. Royden ("Indra" Line).
Messrs. Shewan, Tomes & Co.,

2285 The Union Dampfschiffs-Reederei of Hamburg, hereinafter called the U. S. Conference Steamship Owners, and

Messrs. Adamson Gilfillan & Co., Ltd., London, Singapore and Penang.

Messrs. Ed. Boustead & Co. (Boustead & Co., Singapore and Penang.

Messrs. Huttenbach & Co. (Huttenbach Bros. & Co., Singapore and Penang.

Messrs. Arnold Otto Meyer (Behn Meyer & Co., Singapore and Penang.

2286 and

Messrs. Paterson & Simons (Paterson Simons & Co., Singapore and Penang,

hereinafter called the Freight Agents of the U. S. Conference.

1st. The freight Agents, in consideration of the Special Commission provided for on Paragraph No. 3 agree that they will discontinue, both directly and indirectly, chartering loading or shipping by sailing vessels to U. S. ports, and also that they will discontinue, both directly and indirectly,
2287 chartering loading or shipping by steamers other than those belonging to or chartered by the Lines included in the U. S. Rebate Circular. They also agree that they will do their utmost to prevent the competition of outside steamers and to maintain freights at a paying level.

2nd. In all places where the average or the gross rate of freight is mentioned in this agreement, the rate intended is the gross rate earned by the steamer for carrying the cargo from the Straits, to her ports or ports of delivery in the United States, all arbitraries paid to connecting carriers
2288 having been firstly deducted, but only so long as such deduction does not bring the sea freight from the Straits to American ports under the new schedule rates agreed upon.

3rd. When the average rate of freight in the Straits, for general cargo, Tin excluded, amounts to 27/6 or over per scale ton the U. S. Conference Steamship Owners shall pay into a common fund in London Five per cent. on the gross amount of freight secured from Goods loaded in the Straits

(cargo brought from other ports on Through Bills of Lading and transshipped in the Straits excepted) shipped by steamers belonging to or chartered by the U. S. Conference Steamship Owners to U. S. ports. Each Line shall only be responsible for the Special Commission on the freight earned by its own steamers. This Commission shall be paid by the Lines receiving the freight to Ed. Boustead & Co., London, on behalf of themselves and the other Freight Agents of the Conference. 2289

4th. The Commission provided for in paragraph 3 shall be payable provided the average gross rates for each period of six months, May to October, and November to April, for all goods shipped from the Straits coming under this agreement (Tin excepted) shall amount to 27/6 or over per scale ton. If the freight earned entitles the Freight Agents to the 5% Special Commission, it shall be paid on the gross rates obtained from the said cargo and from Tin. 2290

5th. In order to enable the parties hereto to ascertain the average rate of freight earned, the U. S. Conference Ship Owners shall instruct their Straits Agents to furnish their Chairman of the U. S. Conference Committee in Singapore on the 30th April and 31st October, of each year with a statement of the number of freight tons carried by their Steamers and the freight earned thereon (Tin and cargo brought from other ports under Through Bills of Lading excepted) together with a statement of the quantity of Tin carried and its freight. On receipt of this information the Chairman of the Conference Committee in Singapore shall as soon after the 30th April and 31st October, as possible issue a certificate stating the average rate earned for each half year. 2291

6th. The regulation of the rates of freight shall be arranged in the Straits by a Committee consisting of the Agents of all the Lines parties to this agreement, but no agent shall have more than one vote, though he may represent more than one Line. The U. S. Conference Steamship Owners undertake to supply sufficient tonnage for New York for the requirements of Shipping and also to provide, if required, three opportunities of shipping to Boston without 2292

2293 transshipment during each half year at the same rates as to New York. Should sufficient Conference tonnage not be available the freight agents shall be entitled to provide tonnage for the requirements of the Port without forfeiting their claims for rebates or special commission.

7th. This Agreement shall take effect on the 15th day of September, 1905, and from that date to the 30th April, 1906, shall be considered as the first six months for the purpose of ascertaining the average rate and for the payment of the special commission. The settlement of special commission
2294 for that period shall be made not later than 31st July, 1906, and for the following half years at a similar interval. In calculating the average rate of freight for the first period, 15th September, 1905, to 30th April, 1906, only cargo booked at the agreed-on increased rates shall be included, and no special commission shall be payable on cargo carried at the old rates (15/- Tin and 25/- for general cargo).

8th. The U. S. Conference Ship Owners shall pay to their Agents in the Straits a commission of 5% for loading their steamers.

2295 9th. The U. S. Conference Steamship Owners shall be entitled to pay to three firms, other than those recited in this Agreement, a return not exceeding 5% on their shipments, on the same conditions as apply to the freight agents.

10th. Any party to this Agreement shall be at liberty to withdraw from it on the 30th April, 1906, or at the end of any six months thereafter by giving three months' previous written notice.

2296

For THE AMERICAN & ORIENTAL LINE,
HOWARD HOULDER & PARTNERS, LTD.,
HOWARD HOULDER, Director.

For ADAMSON GILFILLAN & CO., LTD.,
WM. ADAMSON,
Director.

p. pro
ANGLO-AMERICAN OIL COMPANY, LTD.,
JAS. McDONALD,
Director.

ED. BOUSTEAD & COMPANY,
Per Pro. T. B. ROYDEN,
P. L. ROOPER.

For DODWELL & COMPANY, LIMITED,
THOS. M. DERMER,
Director.

HUTTENBACH & COMPANY.
ARNOLD OTTO MEYER.

2297

HAMBURG-AMERIKA LINIE,
THOMANN pp. Naht.

PATERSON & SIMONS.

DAMPFSCHIFFS RHEDEREI "UNION" Aktiengesellschaft.
JOH. KOTHE.

Per Pro SHEWAN, TOMES & CO.,
WM. ADAMSON.

2298

CERTIFIED A TRUE COPY OF THE ORIGINAL IN OUR POSSESSION.

For DODWELL & COMPANY, LIMITED,

London Secretaries New York Westward Conference,
THOS. M. DERMER,
Director.

SINGAPORE AND PENANG.

New Rates of freight to New York agreed on.

2299

Black Pepper	40/-
White Pepper	47/6
Tapioca and Sago	42/6
Sago and Tapioca Flour	27/6
Gambier	32/6
Cube Gambier	35/-
Coffee	42/6
Sugar	30/-
Tin	25/-
Hides	47/6
India Rubber & Gutta Percha	50/-
Gutta Jelotong	30/-
Nutmegs, Mace	50/-
Rattans	27/6

2300

CERTIFIED A TRUE COPY OF THE ORIGINAL IN OUR POSSESSION.

For DODWELL & COMPANY, LIMITED,
London Secretaries New York Westward Conference,
THOS. M. DERMER,
Director

2301 **Petitioner's Exhibit 24—Sparks 304.**

Extract from minutes entitled "Minutes of a meeting of the General Conference Committee of the Suez and Pacific Steamship Lines held at 10-12 Broadway, at 11 A. M., March 5th, 1906:

"Arbitraries to Points beyond Ports of Call: In view of the attitude of the Suez Lines on the above subject as disclosed in the minutes of the meeting of January 31st, the Pacific Ocean Steamship Lines move:

2302 1st. That effective at once the scale of minimum rates arranged between the Pacific Ocean Steamship Lines and the Suez Lines will apply only to the following ports: Yokohama, Kobe, Nagasaki, Moji, Shanghai, Hong Kong and Manila.

2nd. That arbitraries beyond such ports to all other ports in the Far East shall be mutually arranged as soon as possible and uniformly exacted by both the Suez and Pacific Ocean Lines on all shipments offering unless a deviation therefrom is authorized by the Rate Committee. 2303

This was agreed to unanimously.

(b) & (c) After some discussion, both of these subjects were allowed to drop."

Petitioner's Exhibit 25—Sparks 305.

COPY.

2304 MEMORANDUM OF AGREEMENT made Nov. 27, 1912, between Barber & Co., Inc., Steamship Agents, and The Singer Mfg. Co., Shippers, for all their shipments of Sewing Machines and Parts from New York to Manila, Philippine Islands, during the year 1913. Shippers though are to be granted the privilege of using the overland routes for any shipments that it is imperative to ship that way in order to save time. Shippers to advise Steamship Agents when making such shipments.

Freight to be at the rate of $6.75 net per ton of 40 cubic 2305
feet or 2,240 lbs., ship's option, prepaid.

Shipments under this contract may be shipped by steamers loaded by Barber & Co., Inc., Funch, Edye & Co., Houlder, Weir & Boyd, Inc., the American-Asiatic Steamship Co. and the American & Manchurian Line.

Shippers to declare quantities to go forward by each steamer three weeks in advance of advertised sailing date and Steamship Agents to provide room.

This contract is subject to all the terms and conditions of the regular form of bill of lading in use by the Companies mentioned. 2306

BARBER & CO., Incorporated,
By (Signed) C. H. HAUTMAN,
Steamship Agents.

(Signed) G. I. HUGHES,
Traffic Manager for Shippers.

Petitioner's Exhibit 26—Sparks 305.

COPY.

2307

MEMORANDUM OF AGREEMENT made December 26th, 1912, between Barber & Co., Inc., Steamship Agents, and The Singer Manufacturing Co., Shippers, for all their shipments of Sewing Machines and Parts, via New York, to Shanghai and Hong Kong, China and Kobe and Yokohama, Japan, during the year 1913.

Freight to be at the rate of $6.75 net per ton of 40 cubic feet or 2,240 lbs., ship's option, prepaid.

Shipments under this contract may be shipped by steamers loaded by Barber & Co., Inc., Funch, Edye & Co., Houlder, Weir & Boyd, Inc., the American-Asiatic Steamship Co. and 2308
the American & Manchurian Line.

Shippers to declare quantities to go forward by each steamer three weeks in advance of advertised sailing date and Steamship Agents to provide room.

2309 This contract is subject to all the terms and conditions of the regular form of bill of lading in use by the Companies mentioned.

BARBER & CO., Incorporated,
By (Signed) C. H. HAUTMAN,
Steamship Agents.

(Signed) G. I. HUGHES,
Traffic Manager for Shippers.

2310 **Petitioner's Exhibit 27—Sparks 307.**

MEMO OF FREIGHT CONTRACT BETWEEN MESSRS. BARBER & CO., INC., ON BEHALF OF VARIOUS STEAMSHIP LINES ENUMERATED BELOW, AND THE STANDARD OIL COMPANY OF NEW YORK, SHIPPERS, FOR THEIR STEAMSHIP SHIPMENTS OF LUBRICATING OIL, WAX, GREASE, STOVE GOODS AND LAMPWARE AND OTHER GENERAL CARGO FROM NEW YORK TO STRAITS SETTLEMENTS, PHILIPPINE ISLANDS, CHINA AND
2311 JAPAN, DURING THE PERIOD AUGUST 1ST, 1912/JULY 31ST, 1914, INCLUSIVE, IT BEING DISTINCTLY UNDERSTOOD THAT THIS CONTRACT DOES NOT COVER REFINED PETROLEUM, NAPHTHA, BENZINE, GASOLINE OR TURPENTINE.

TO THE FOLLOWING REGULAR PORTS OF CALL—Singapore, Manila, Hong Kong, Shanghai, Kobe and Yokohama, the rates of freight are agreed to be as follows:

2312 Lubricating Oil, Grease and Wax, 23/9; Stove Goods and Lampware, 22/6; General Cargo, tariff rates.

TO THE FOLLOWING OUT PORTS—Cebu, Iloilo, Nagasaki, Moji, Osaka or Yokkaichi:

It is agreed that the rates are to be the same as above, always provided the Standard Oil Company shipments for Cebu or Iloilo total not less than 250 tons weight or measurement, and provided the Standard Oil Company's shipments

to anyone of these specified Japanese Ports total not less than 350 tons weight or measurement. 2313

TO THE FOLLOWING OUT PORTS—Penang, Port Swetenham, Swatow, Amoy, Foochow, Taku Bar or Dalny:

It is agreed that the rates of freight are to be as follows, always provided the Standard Oil Company's shipments to anyone of these Ports total not less than 350 tons weight or measurement.

Lubricating Oil, Grease, Wax, 26/3; Stove Goods and Lampware, 25/. 2314

TO CHEFOO OR TSINGTAU:

It is agreed that the rate of freight shall be, always provided the Standard Oil Company's shipments to anyone of these Ports total not less than 500 tons weight or measurement, as follows:

Lubricating Oil, Grease, Wax, 28/9; Stove Goods and Lampware, 27/6.

It is agreed that each regular steamer for China-Japan Ports will reserve space for 1200 tons of 40 Cu/Ft. and each regular steamer for Singapore and Philippine Island Ports reserve space for 400 tons of 40 Cu/Ft. Shippers are to declare their actual requirements within these limits when called upon to do so by steamer's agents but not earlier than three weeks prior to steamer's advertised sailing date. 2315

WHEN THE STANDARD OIL COMPANY:

Declare shipments for Ports other than Singapore, Manila, Hong Kong, Shanghai, Kobe or Yokohama, the steamer to carry same is to be mutually agreed upon.

ALL FREIGHT TO BE PREPAID: 2316

Shipments under this contract may be shipped by:

The Barber Line	Barber & Co. Inc. Agts
U. S. & China-Japan Line	Funch, Edye & Co. Agts
The American & Oriental Line	Houlder, Weir & Boyd, Inc. Agts
The American Asiatic S. S. Co.	Shewan, Tomes & Co. Agts

or such other lines as may be declared by Barber & Company, Inc.

2317 The regular forms of Bill of Lading in use by these companies are to be accepted by shippers for all shipments made under this contract.

(Accepted) BARBER & CO., INC,
By A. HOUTMAN.

(Accepted) STANDARD OIL CO. OF NEW YORK,
By (Signed) W. E. BEMIS,
Vice-President.

We certify this to be a true copy of the original.

2318 CALDWELL & CO.,
Brokers.
Per J. S. Ward.

Petitioner's Exhibit 28—Sparks 308.

MITSUI & CO., LIMITED.

(Mitsui Bussan Kaisha, Ltd.)

Cable address: Mitsui, N. Y.

Telephone 5871-5 Spring.

2319

445-447 Broome St.,
New York, Aug. 16th, 1912.

Address your reply to
MACHINERY DEPARTMENT

Messrs. Funch Edye & Co.,
8 Bridge St., City.

Dear Sirs:

Attention of Mr. Quick.

2320

In reply refer to Lubricating Oil—S. M.

This is to confirm our telephone conversation of yesterday in which we have entered with you the freight contract for lubricating oil, to be shipped from New York to Japan and China, at the rate of 23/9 per ton of 2240# or 40 cu. ft. at ship's option, for one (1) year beginning the first of August, 1912, and to continue until the end of July, 1913.

Please confirm the above agreement by your letter, and oblige,

Yours very truly,

MITSUI & CO., LTD.,
TORO ISSHIKI,
Mgr., Machinery Department.

AHS

Petitioner's Exhibit 29—Sparks 308.

CALDWELL & COMPANY,
26 Broadway.

FREIGHT CONTRACT.

Freight Contract No.

New York, Nov. 24, 1910.

Engaged freight to Ports specified below of Funch, Edye & Co. Agents of the Steamer to be named for account of W. S. Sparks for Wrights Health Underwear Co. during 1911/12.

All the Underwear which the above firm may have to ship during the years of 1911 & 1912 at 22/6 net per 40 ft. to Hong Kong, Shanghai, Kobe & Yokohama.

30/– to Dalny when steamer calls direct or

35/– if transhipped at Kobe to Dalny.

CALDWELL & CO.,
Freight Brokers.

Caldwell & Company
26 Broadway

This contract is made subject to conditions of Act of Congress governing Bills of Lading; approved Feb. 13th, 1893, and to terms of Bills of Lading in use by Steamers' Agents.

Should Steamer not pass Sandy Hook by 6 P. M. of expected sailing day (as reported by Maritime Exchange), Shippers have option of cancelling this contract on giving Agents notice to that effect, by noon of the first business day following expected sailing day.

Should Steamer arrive known to be so disabled as to prevent her sailing within ten days after her expected sailing day, Shippers have option of cancelling this contract on giving Agents notice to that effect by noon of the first business day following commencement of disability.

Steamer reserves right of taking grain to excess of her net register tonnage.

Brokerage. 1¼

Petitioner's Exhibits 30 and 30a Id.

Marked Defendant's Exhibits 2 and 3 respectively.

Petitioner's Exhibit 31—Goodwin 321.

RATES TO ADEN, SINGAPORE, MANILA, CHINA AND JAPAN PORTS, AS PER PRESENT TARIFF, ARE AS FOLLOWS:

	Aden	Singapore	Manila	China Japan
GENERAL CARGO:—All Classes of Merchandise pay these rates, with the exception of the Special Commodities Enumerated below	35/–	42/6	$10.50	42/6
Acid Phosphate, in bags				32/6
Ad Valorem	3½%	3½%	3½%	3½%
Ammonia, Liquid or Chloride—On Deck	67/6	67/6	$17.00	67/6
Automobiles	$8.75	$8.75	$ 8.75	$8.75
Bars, in Cases	35/–	35/–	$ 8.50	35/–
Beer			65c. per 100 lbs.	65c. per 100 lbs.
Benzine, on Deck, excluding Shanghai—Min. 5000 cases	67/6	67/6	$17.00	67/6
Bi-Carbonate of Soda			$ 8.00	32/6
Bicycles	35/–	42/6	$ 9.50	37/6
Bolts & Nuts	35/–	35/–	$ 8.50	35/–
Bones				85c. per 100 lbs.
Bones, to Osaka, via Kobe				92½c. "
Calcium Carbide, under Deck	52/6	52/6	$13.25	52/6
Carbon Black	35/–	35/–	$ 8.50	35/–
Cartridges, Safety (Not less than 300 Cs. to Shanghai). $1.75 to be added to each through shipment via Singapore	$2.00 per Case, not exceeding 100 lbs. to all Ports			
Car Springs				35/–

Car Wheels, Loose	27/6Wt.	27/6Wt.	27/6Wt.	27/6Wt.
Car Wheels, on Axles	30/– "	30/– "	30/– "	30/– "
Caustic Soda, in Iron Drums		32/6	$ 8.00	32/6
Chloroform & Ether	75/–	75/–	$18.75	75/–
Cigarettes & Smoking Tobacco	35/–	37/6	$ 8.25	32/6
Cloves				75/–Wt.
Coffee, in Bags			$15.00 Wt.	
Concrete Reinforcement (Other than Bars)			$ 8.75	35/–
Cooperage	35/–	35/–	$ 8.50	35/–
Cotton Piece Goods, in Bales	26/3	42/6	$10.25	30/– 100 lbs.
Cotton Piece Goods, in Cases	26/3	42/6	$10.25	30/–
Cotton Knit Underwear & Underwear Cloth	27/6	27/6	$ 6.75	27/6
Cotton Yarn	27/6	27/6	$ 6.75	27/6
Cotton, Raw (Subject to requirements)				
Cotton Waste (Machinery Compressed)	32/6	35/–	$ 9.50	40/–
Culverts, Corrugated Iron			$ 8.75Wt.	35/–
Expanded Metal, Concrete Reinforcement (Other than Bars)			$ 8.75	35/–
Explosives, not less than 25 tons		$40.00 per Ton–All Ports		
Fire Arms, Except Revolvers	52/6	52/6	$13.25	52/6
Flannels, in Cases	35/–	42/6	$10.25	80c. 100 lbs.
Flour, in Bags	45/–Wt.	30/–Wt.	$ 7.50Wt.	30/–Wt.
Flour, in Barrels	45/–	30/–	$ 7.50	30/–
Lard, in Tierces	57/6Wt.	57/6Wt.	$14.25Wt.	57/6Wt.
Leather, Finished	52/6	52/6	$13.25	52/6
Lime, Unslacked (Packed in Water Tight Packages) On Deck	62/6	62/6	$15.75	62/6
Lignum Vitae	37/6	37/6	$ 9.50	37/6
Locomotives, No Lift Scale	35/– Meas.	42/6 Meas.	$10.50 Meas.	42/6 Meas.
Lubricating Oil & Grease	35/–	27/6	$ 7.00	27/6
Machinery	35/–	42/6	$10.50	42/6

OSE TO EDGE

Scale of Heavy Pieces:	Sterling	Gold
6,000 to 11,000 lbs.	50/–	$12.50
11,000 " 17,000 "	57/6	14.50
17,000 " 21,000 "	65/–	16.25
21,000 " 25,000 "	72/6	18.00
25,000 " 30,000 "	80/–	20.00
30,000 " 40,000 "	92/6	23.00
40,000 " 50,000 "	105/–	26.25
50,000 " 60,000 "	152/6	38.00
60,000 " 70,000 "	202/6	50.50
70,000 " 80,000 "	252/6	63.00

Newspapers (Old)	25/–	25/–	$ 6.50	25/–
Oakum			$ 8.00	32/6
Paper (All Paper, except Bond and Fine Writing Paper)		30/–	$ 7.50	30/–
Pianos & Organs		$8.75	$ 8.75	$8.75
Pipe, Cast Iron	35/–	35/–	$ 8.50	35/–
Plaster	40/–	40/–	$10.00	40/–
Primers (Minimum B/Lading $25.)	$25.00	$25.00	$25.00	$25.00
Quaker Oats	37/6	37/6	$ 9.50	37/6
Revolvers (Subject to cases being opened on Pier in presence of Shipper's representative)	3½%	3½%	3½%	3½%
Rosin		55/–Wt.	$13.25Wt.	55/–Wt.
Rubber Cement, On deck	67/6	67/6	$17.00	67/6
Soda, Ash & Potash		32/6	$ 8.00	32/6
Steel Products—See Next Page				
Tanning Extract				35/–
Tarvis, Wooden Bbls., On Deck				
Iron Drums, Under Deck	35/–	35/–	$ 8.75	35/–
Tobacco, Leaf	35/–	37/6	$ 8.75	$1.10 per 100 lbs.
Tobacco, Smoking	35/–	37/6	$8.25	32/6

New York, Dec. 15, 1913.

RATES ON STEEL PRODUCTS TO PORTS OF CALL

	Other Ports	Japan
Rails	17/6	17/6
Bar Iron	20/–	17/6
Flat Plates, I-Beams, Channels, Angles, Zees, Tees and Pilings	25/–	21/–
Hoops (Straight)	27/6	27/6
Nails	22/6	20/–
Plain Wire	25/–	21/–
Barb Wire and Wire Shorts	27/6	27/6
Pipe	27/6	27/6
Galvanized Sheets, in Bundles, Cases or Crates	27/6	27/6
Tin Plate	27/6	27/6
Bridge or Structural Material—		
Eye Bars and other close stowing material say 30 ft. or under	27/6	27/6
Lattice Work or Girders up to 8,000 lbs.	30/–	30/–
" " " " " " 13,000 "	32/6	32/6
" " " " " " 16,000 "	35/–	35/–

New York, Dec. 15, 1913.

Petitioner's Exhibit 32—Rec. 457.

New York, June 24th, 1913.

Attention Mr. Houtman.

Messrs. Barber & Co., Inc.,
17 Battery Place,
New York City.

Dear Sirs:

In reply refer to Lubricating Oil—S. M.

This is to confirm our telephone conversation of this morning to the effect that you have accepted our request to extend our freight contract on Lubricating Oil for one year more, namely from the 1st Aug., 1913, until the end of July, 1914, at the rate of 23/9 per ton of 2240 lbs. or 40 cu. ft., at ship's option, for shipment from New York to Hong Kong, Shanghai, Kobe, Yokohama and also Manila.

Please confirm the above agreement by letter and oblige

Yours truly,

(Sd) MITSUI & CO., LTD.

LOSE TO EDGE

2841 **Petitioner's Exhibit 32a—Rec. 457.**

Barber & Co. Inc.
New York.

New York, June 26th, 1913.

Messrs. Mitsui & Co., Ltd.,
City.

Dear Sirs:

Lubricating Oil.

We have your favor of the 24th inst. with reference to
2842 contract on lubricating oil, and we confirm the extension of the contract as stipulated in your letter.

Yours truly,

(Sd) BARBER & CO., INC.,
By A. HOUTMAN.

AH/B

Petitioner's Exhibit 33—Rec. 457.

New York, August 6th, 1912.

2343 Messrs. F. A. Marsily & Co.,
24 Stone Street,
New York, N. Y.

Dear Sirs:

Referring to contract made with you, dated July 13th, 1909, we now have pleasure in renewing same for a further period of twenty-four months, i. e. until August 1st, 1914, at 23/9 net per ton of 2240 lbs. or 40 cubic feet at steamer's option.

Yours very truly,

2344 HOULDER, WEIR & BOYD, INC.,
R. A. SEWELL,
Vice-Pres.

New York, July 25th, 1911. 2345

Messrs. F. A. Marsily & Co.,
24 Stone Street,
New York, N. Y.

Dear Sirs:

In reply to your favor of the 5th inst. regarding your Far East Freight Contract.

We now have pleasure in advising acceptance of same on the terms outlined in Contract dated July 13th, 1909, with the exception that same is to include Lighthouse Oil in barrels and/or cases and wax in barrels, cases or bags. 2346

Yours very truly,

HOWARD HOULDER & PARTNERS, INC.,
R. A. SEWELL,
Vice-Pres.

New York, July 12, 1910.

Messrs. F. A. Marsily & Co.,
24 Stone Street, City.

Dear Sirs: 2347

Lubricating Oil to the Far East.

In reply to your favor of the 12th inst. we beg to advise that we are willing to renew this contract for a further twelve months at the old rate, viz: 22/6 per ton weight or measurement to ports of call.

Please confirm.

Yours very truly,

HOWARD HOULDER & PARTNERS, INC.,
R. A. SEWELL,
Vice-Pres. 2348

New York, July 13, 1909.

Memo of freight contract made this 13th day of July, 1909 between Howard Houlder & Partners, Inc., Agents, and Mess. Marsily & Co., for all their shipments from New York of Lubricating Oil in barrels, to the following ports: Singapore, Manila, Hong Kong, Shanghai, Kobe and Yokohama.

SE TO EDGE

2349 The rate of freight is 22/6d net per ton of forty cubic feet, and this being a special contract, no bonus is to be paid.

All freight to be prepaid without discount.

Shippers are to give reasonable notice (not less than fourteen days) of their requirements for each steamer.

The Lines by which such shipments are to go forward are as follows:

Barber Line—Barber & Co., Inc., Agents.

United States & China & Japan Line—Funch, Edye & Co., Agents.

2350 American & Oriental Line—Howard Houlder & Partners, Inc., Agents.

American Asiatic S. S. Co.—Shewan, Tomes & Co., Agents.

American Manchurian Line—Norton & Son, Agents.

The regular bills of lading as used by these various lines to apply to shipments under this contract.

This contract to remain in force for twelve months from date.

Signed in duplicate.

2351 **Petitioner's Exhibit 34—Rec. 457.**

MEMO OF FREIGHT CONTRACT BETWEEN MESSRS. BARBER & CO., INC., ON BEHALF OF VARIOUS STEAMSHIP LINES ENUMERATED BELOW, AND THE VACUUM OIL COMPANY OF NEW YORK, COVERING SHIPMENTS OF THEIR LUBRICATING OIL, WAX, GREASE, STOVE GOODS AND LAMPWARE, AND OTHER GENERAL CARGO, FROM NEW YORK TO STRAITS SETTLEMENTS, PHILIPPINE ISLANDS, CHINA AND JAPAN, DUR-

2352 ING THE PERIOD AUGUST 1st, 1912/JULY 31st, 1914, INCLUSIVE, IT BEING DISTINCTLY UNDERSTOOD THAT THE CONTRACT DOES NOT COVER REFINED PETROLEUM, NAPHTHA, BENZINE, GASOLINE OR TURPENTINE.

TO THE FOLLOWING REGULAR PORTS OF CALL—Singapore, Manila, Hong Kong, Shanghai, Kobe and Yokohama, the rates of freight are agreed to be as follows:

Lubricating Oil, Grease and Wax ..23/9 per ton of 40 cu. ft. 2353
Stove Goods and Lampware .....22/6 do do
General Cargo .....Tariff rates prevailing at time of shipment.

TO THE FOLLOWING OUT-PORTS—Cebu, Iloilo, Nagasaki, Moji, Osaka or Yokkaichi:

It is agreed that the rates are to be the same as above, always provided the Vacuum Oil Company's shipments for Cebu or Iloilo total not less than 250 tons' weight or measurement, and provided the Vacuum Oil Company's shipment to any one of these specified Japanese Ports total not less than 2354
350 tons' weight or measurement.

TO THE FOLLOWING OUT-PORTS—Penang, Port Swettenham, Swatow, Amoy, Foochow, Taku Bar or Dalny:

It is agreed that the rates of freight are to be as follows, always provided the Vacuum Oil Co.'s shipments to any one of these ports total not less than 350 tons weight or measurement.
Lubricating Oil, Grease and Wax ..26/3 per ton of 40 cu. ft.
Stove Goods and Lampware .....25/- do do
2355

TO CHEFOO OR TSINGTAU:

It is agreed that the rate of freight shall be, always provided the Vacuum Oil Company's shipments to any one of these ports total not less than 500 tons weight or measurement, as follows:
Lubricating Oil, Grease and Wax ..28/9 per ton of 40 cu. ft.
Stove Goods and Lampware .....27/6 do do

It is agreed that each regular steamer for China-Japan ports will reserve space for 550 tons of 40 cu. ft. and each regular steamer for Singapore and Philippine Island Ports reserve space for 350 tons of 40 cu. ft. Shippers are to declare their actual requirements within these limits when called upon to do so by steamer's agents, but not earlier than three weeks prior to steamer's advertised sailing date. 2356

E TO EDGE

2357 WHEN THE VACUUM OIL COMPANY:

Declare shipments for Ports other than Singapore, Manila, Hong Kong, Shanghai, Kobe or Yokohama, the steamer to carry same is to be mutually agreed upon.

ALL FREIGHT TO BE PREPAID:

SHIPMENTS UNDER THIS CONTRACT MAY BE SHIPPED BY:

The Barber Line,	Barber & Co., Inc., Agts.
U. S. & China-Japan Line,	Funch, Edye & Co., Agts.
2358 The American & Oriental Line,	Houlder, Weir & Boyd, Inc., Agts.
The American-Asiatic S/S Co.,	Shewan, Tomes & Co., Agts.,

or such other lines as may be declared by Barber & Co., Inc.

The regular forms of Bills of Lading in use by these Companies are to be accepted by Shippers for all shipments made under this contract.

(ACCEPTED) BARBER & CO., INC.,
(Sgd) By A. HAUTMANN.

2359 (ACCEPTED) VACUUM OIL COMPANY,
SIGNED IN DUPLICATE. (Sgd.) H. A. SAFFER,
Manager Foreign Shipping Dept.

(Sgd) CALDWELL & CO., Brokers,
Per J. S. WARD.

Brokerage 1¼%

Petitioner's Exhibit 35.

2360 Minutes, Jan. 4, 1910.
Incorporated in record at pages 407-408, Sparks.

Petitioner's Exhibit 36—Sparks 451. 2361

FREIGHT RATES

AND

ARBITRARIES

March 1, 1912

RATES are per ton of 40 cu. ft. or 2240 lbs.—ship's option—unless otherwise noted. 2362

GENERAL CARGO. All material not otherwise specified takes the general cargo rate.

Lift Scale on Heavy Pieces to Ports of Call

On Pieces weighing 6000 lbs. or more, the following are to be added to the regular rate.

2363

6000/11000	lbs.	7/6
11000/17000	"	15/–
17000/21000	"	22/6
21000/25000	"	30/–
25000/30000	"	37/6
30000/40000	"	50/–
40000/50000	"	62/6
50000/60000	"	110/–
60000/70000	"	160/–
70000/80000	"	210/–

2364

2365 COMMODITY

A.

Acetate of Lime
Acetic Acid—on Deck
Acetone (in Iron Drums)
Ad Valorem
Agricultural Implements
Alcohol
2366 Ammonia, Liquid or Chloride—on Deck
Ammonia, Sulphate of
Angles—See I Beams
Asbestos Cement
Asbestos Fibre, Crude
Asphalt—(in Barrels or Bags)
Automobiles
Axles—See Car Wheels

B.

2367 Babbit Metal
Bark Extract
Bars—(loose)—See Plates
Bars—(in Cases)
Bath Tubs—(Metal)
Beef and Pork—(in Barrels)—Otherwise, See Groceries
Beer

Benzine—on Deck—Excluding Shanghai—Min. 5000 cases
Bi-carbonate of Soda
Bicycles
2368 Bitumen—(in Barrels)—ship's option—on or under Deck
Boilers and Parts
Bolts and Nuts
Bones

Bones—to Osaka via Kobe

Brass Scrap
Brick—Building—*Packed* (special agreement)
Brick—Building—*Loose* (special agreement)
Brick—Fire

Aden	Singapore	Manila	China and Japan	
				2369
..62/6Wt.....	62/6Wt.....	$15.75Wt.....	62/6Wt.	
..62/6.....	62/6.....	62/6.....	62/6	
..32/6.....	40/–.....	10.25.....	42/6	
..3½%.....	3½%.....	3½%.....	3½%	
..32/6.....	37/6.....	9.50.....	37/6	
..32/6.....	42/6.....	10.50.....	42/6	
..67/6.....	67/6.....	17.00.....	67/6	
..40/–Wt.....	45/–Wt.....	11.25Wt.....	45/–Wt	2370
..32/6.....	35/–.....	8.75.....	35/–	
..32/6.....	35/–.....	8.75.....	35/–	
..32/6.....	37/6.....	9.50.....	37/6	
..8.25.....	8.25.....	8.25.....	8.25.	
..32/6.....	37/6.....	$9.75.....	40/–	
..32/6.....	40/–.....	10.50.....	42/6	2371
..30/–.....	30/–.....	7.75.....	30/–	
..32/6.....	35/–.....	8.75.....	35/–	
..32/6.....	37/6.....	9.50.....	37/6	
..32/6.....	35/–.....	65c.....	65c	
		100 lbs.	100 lbs.	
..67/6.....	67/6.....	17.00.....	67/6	
..32/6.....	37/6.....	9.50.....	37/6	
..32/6.....	37/6.....	9.50.....	37/6	
..32/6.....	37/6.....	9.75.....	37/6	
..32/6.....	42/6.....	10.50.....	42/6	2372
..30/–.....	32/6.....	8.25.....	32/6	
.....			70c.	
			100 lbs.	
.....			77½c.	
			100 lbs.	
..30/–.....	35/–.....	8.75.....	35/–	
.....	32/6.....	8.25.....		
.....	35/–.....	8.75.....		
..32/6.....	40/–.....	10.00.....	40/–	

2373 COMMODITY

C.

Cabinets (Filing) .....
Calcium Carbide .....
Calcium Carbide—(on Deck) .....
Candles .....
Canned Goods—excepting Milk.....
Carbon Black .....
2374 Cartridges, Safety—(Not less than 300 cs. to Shanghai) ....
$1.75 to be added to each through Shipment via Singapore.
Cartridges, Sporting—(Shells empty and not primed) .....
$1.75 to be added to each through Shipment via Singapore.
Cars and Car Material.....
Car Couplings and Springs.....
Car Wheels—(Loose) .....
Car Axles—Detached .....
Car Wheels and Axles set up—(With ¼ off outside measurement) .....
Caustic Soda—in iron drums.....
2375 Cedar Wood—(in Cases) .....
Cement, Portland .....

Chairs, Common .....
Channels—See I Beams .....
Chloroform—Subject to conformation .....
Cigarettes and Smoking Tobacco.....
Coffee—in bags .....
Condensed Milk .....
Cooperage and Cooperage Stock.....
Copper (Packed or in 60 lb. Bars).....
2376 Cork Wood—in bales .....
Corrugated Arches .....
Cotton—(Machinery Compressed)—Subject to Requirements .....
Cotton Duck .....
Cotton Piece Goods—(in Bales).....

Aden	Singapore	Manila	China and Japan	
				2377
..32/6	42/6	$10.50	42/6	.....
..62/6	62/6	15.75	62/6	.....
..52/6	52/6	13.25	52/6	.....
..32/6	37/6	9.50	37/6	.....
..32/6	42/6	10.50	42/6	.....
..30/–	30/–	7.75	30/–	.....
..$2.00 per case, not exceeding 100 lbs		All ports		.....
				2378
..32/6	42/6	10.50	42/6	.....
..32/6	40/–	10.00	40/–	.....
..32/6	40/–	10.00	40/–	.....
..32/6	40/–	10.00	40/–	.....
..32/6	40/–	10.00	40/–	.....
..32/6	40/–	10.00	40/–	.....
..32/6	40/–	10.00	40/–	.....
..32/6	37/6	$9.50	37/6	.....
..30/–	30/–	1.40 per bbl.	30/–	.....
				2379
..32/6	35/–	8.75	35/–	.....
..62/6	62/6	62/6	62/6	.....
..32/6	32/6	8.25	32/6	.....
..37/6Wt	47/6Wt	12.00Wt	47/6Wt	.....
..32/6	42/6	10.50	42/6	.....
..25/–	27/6	7.00	27/6	.....
..30/–	37/6	9.50	37/6	.....
..32/6	32/6	7.75	32/6	.....
..32/6	35/–	8.75	35/–	.....
				2380
..32/6	40/–	9.75	52½c	.....
..32/6	40/–	9.75	40/–	.....
			100 lbs.	

	COMMODITY	Aden
	Calicoes, Cambrics, Glazed, Flat (not including Tracing Cloth), Cottonades, Cotton Prints, Cotton Damask, Cotton Jeans, Cotton Dress Linings (not otherwise specified), Buckram, Cotton Shirtings, Canvas, Drills, Denims, Domestic Checks, Domestic Ginghams, Sheeting, Silesias, Ticking.....	
	Cotton Piece Goods—(in Cases).....	..25/-.....
	(Flannels in Cases)	..25/-.....
2382		
	Cotton Knit Underwear and Underwear Cloth.....	..27/6.....
	Cotton Yarn	..27/6.....
	Cottonseed Meal	.....
	Cottonseed Oil	..32/6.....
	Cotton Waste (Machinery Compressed).....	..32/6.....
	Cranes and Accessories.....	..32/6.....
	D.	
2383	**E.**	
	Expanded Metal	..32/6.....
	Explosives—not less than 25 tons	..$40.00 pe
	F.	
	Ferro Manganese	..30/-....
	Fire Arms—Except Revolvers.....	..52/6....
	Fish Scrap	..30/-....
2384	Flannels—(in Cases)	..25/-....
	Flour—(in Bags	..35/-Wt.
	Flour—(in Barrels)	..32/6....
	Fuses, Electrical, with exploding caps (See Explosives)...	
	Fuses, Safety Powder (See Explosives)	

Aden	Singapore	Manila	China and Japan	
				2885
..25/–.....	40/–.....	$9.75.....	35/–	
..25/–.....	35/–.....	8.75.....	80c.	
			100 lbs.	2886
..27/6.....	27/6.....	7.50.....	27/6	
..27/6.....	27/6.....	7.50.....	27/6	
.....	.....	10.75Wt.....	42/6Wt	
..32/6.....	35/–.....	8.75.....	35/–	
..32/6.....	35/–.....	8.75.....	75c.	
			100 lbs.	
..32/6.....	42/6.....	10.50.....	42/6	
				2887
..32/6.....	35/–.....	$8.75.....	35/–	
..$40.00 per ton.....		All Ports		
..30/–.....	30/–.....	$7.75.....	30/–	
..52/6.....	52/6.....	52/6.....	52/6	
..30/–.....	32/6.....	8.25.....	32/6	
..25/–.....	35/–.....	8.75.....	80c.	
			100 lbs.	2888
..35/–Wt.....	37/6Wt.....	9.50Wt.....	37/6Wt	
..32/6.....	35/–.....	8.75.....	35/–	

2889

COMMODITY

G.

Gas Meters
General Merchandise
Glassware, Common
Groceries
Gun Stocks

2890

H.

Handles, Wooden
Hemp or Sisal

I.

I Beams, Channels, Angles, Z's and T's (When shipped separately from Bridge or Structural Material,—(See Steel Products).
Ice Machinery
2891 Insulators, Porcelain
Insulators, High Voltage, (Not Porcelain)
Iron Sponge

L.

Lamps—Incandescent
Lampware and Lanterns
Lard—(in tierces)

Lard—(in tierces) to Penang
2892 Lard—(in other packages)
Lathing—Steel
Lead—(in pigs)—Subject to requirements
Leather
Leather, Finished
Lime, Phoenix Hydrate
Lime, Unslacked—(Packed in water-tight packages)on Deck
Liquors—(in glass or wood)
Locomotives,—per 40 cubic feet. No Lift Scale
Locomotive Tires
Logwood Extract
Lubricating Oil and Grease

Aden	Singapore	Manila	China and Japan		2393
..32/6	.....37/6	.....$9.50	.....37/6	.....	
..32/6	.....42/6	.....10.50	.....42/6	.....	
..32/6	.....37/6	..... 9.50	.....37/6	.....	
..32/6	.....42/6	.....10.50	.....42/6	.....	
..32/6	.....42/6	.....10.50	.....42/6	.....	
					2394
..32/6	.....40/–	.....$10.00	.....40/–	.....	
..32/6	.....35/–	..... 8.75	.....35/–	.....	
..32/6	.....37/6	.....$9.50	.....37/6	.....	
..32/6	.....42/6	.....10.50	.....42/6	.....	
..32/6	.....37/6	..... 9.50	.....37/6	.....	2395
..30/–	.....35/–	..... 8.75	.....35/–	.....	
..32/6	.....42/6	.....$10.50	.....42/6	.....	
..32/6	.....40/–	.....10.00	.....40/–	.....	
..32/6	.....50/–Wt	..... 8.75	.....35/–	.....	
	Penang,				
.....	.....60/–Wt.	.....			
..32/6	.....35/–	..... 8.75	.....35/–	.....	
..32/6	.....35/–	..... 8.75	.....35/–	.....	2396
..30/–	.....30/–	..... 7.75	.....30/–	.....	
..30/–	.....37/6	..... 9.50	.....37/6	.....	
..52/6	.....52/6	.....12.25	.....52/6	.....	
..32/6	.....37/6	..... 9.50	.....37/6	.....	
..62/6	.....62/6	.....15.75	.....62/6	.....	
..32/6	.....42/6	.....10.50	.....42/6	.....	
..37/6	.....37/6	..... 9.75	.....37/6	.....	
..32/6	.....40/–	.....10.00	.....40/–	.....	
..32/6	.....42/6	.....10.50	.....42/6	.....	

2897

COMMODITY

M.

Machinery—(Except Ice and Brewing) .....

2898

Machinery, Ice Making and Brewery .....
Malt .....
Metal, Expanded .....
2899 Meters, Gas .....
Meters, Water .....
Milk, Condensed .....
Molasses .....

N.

Nails (in Kegs) and Plain wire—See Steel Products
Nails (in Cases) .....
Newspaper (old) .....
Nuts and Bolts .....
2400

O.

Oakum .....
Oil and Grease, Lubricating .....

Aden	Singapore	Manila	China and Japan	
..32/6.....	42/6.....	42/6.....	42/6	2401

Scale for Heavy Pieces

6,000 to 11,000 lbs.	— 50/–
11,000 to 17,000 "	— 57/6
17,000 to 21,000 "	— 65/–
21,000 to 25,000 "	— 72/6
25,000 to 30,000 "	— 80/–
30,000 to 40,000 "	— 92/6
40,000 to 50,000 "	—105/–
50,000 to 60,000 "	—152/6
60,000 to 70,000 "	—202/6
70,000 to 80,000 "	—252/6

2402

..32/6.....	37/6.....	$9.50.....	37/6	
..32/6.....	35/–.....	8.75.....	35/–	
..32/6.....	35/–.....	8.75.....	35/–	
..32/6.....	37/6.....	9.50.....	37/6	
..32/6.....	42/6.....	10.50.....	42/6	2403
..32/6.....	42/6.....	10.50.....	42/6	
..32/6.....	40/–.....	10.00.....	40/–	

..30/–.....	35/–.....	$8.75.....	35/–	
..22/6.....	27/6.....	7.25.....	27/6	
..27/6.....	32/6.....	8.25.....	32/6	

2404

..32/6.....	37/6.....	$9.50.....	37/6	
..27/6.....	27/6.....	7.00.....	27/6	

2405

COMMODITY

P.

Paper, Printing (Newspaper or Book)
Paper, Other than Printing
Paper Bags
Paper Board and Roofing Paper
Peg Wood and Shoe Pegs
Pianos
2406 Pig Iron—Subject to requirements
Pigeons, Clay
Pipe, Wrought Iron—See Steel Products
Pipe, Cast Iron
Pipe, Clay—(O. R. B.)
Pipe Fittings, (Shipped separately from Pipe)
Pitch, Dry
Pitch, Wet—on Deck
Plaster
Plates, Sheets and Bars—Subject to Confirmation—See Steel Products
2407 Plows—See Agricultural Implements
Pork—See Beef and Pork
Primers (Minimum B/L $25.00)

R.

Radiators
Rails and Fastenings—Subject to Confirmation—See Steel Products
Revolvers—Subject to cases being opened on Pier in presence of Shipper's representative
2408 Rivets, Copper
Roofing Paper
Rosin
Rosin Size
Rubber—Liability not over $100.00 per case
Rubber Cement—on Deck

Aden	Singapore	Manila	China and Japan	
				2409
..32/6	35/–	$8.75	35/–	
..32/6	42/6	10.50	42/6	
..32/6	37/6	9.50	37/6	
..32/6	40/–	10.00	40/–	
..30/–	35/–	8.75	35/–	
..32/6	42/6	10.50	42/6	
..22/6	22/6	22/6	22/6	
..32/6	37/6	9.50	37/6	
				2410
..30/–	30/–	7.75	30/–	
..30/–	30/–	7.75	30/–	
..30/–	32/6	8.25	32/6	
..32/6	40/–	10.00	40/–	
..32/6	40/–	10.00	40/–	
..32/6	40/–	10.00	40/–	
				2411
..$25.00	$25.00	$25.00	$25.00	
..32/6	40/–	$10.00	40/–	
..3½%	3½%	3½%	3½%	
..32/6	42/6	10.50	42/6	2412
..32/6	40/–	10.00	40/–	
..32/6	50/–Wt	12.25Wt	50/–Wt	
..32/6	40/–	10.00	40/–	
..32/6	42/6	10.50	42/6	
..67/6	67/6	17.00	67/6	

2413

COMMODITY

S.

Sanitary Ware, Including Porcelain Tubs.....
Sash Weights .....
Sewing Machines .....
Shoe Pegs .....
Shooks, Barrel or Box.....
Shovels, Spades and Scoops.....
2414 Soap, Common .....
Soap, Toilet .....
Sole Leather and Splits—See Leather
Spelter—Subject to Requirements.....
Starch .....
Steel Scrap .....
Strawboard .....
Structural Material—See Steel Products.....
Steel Products—See next page.
Sugar—(in Bags) .....
Sulphate of Ammonia—See Ammonia
2415 Sulphate of Barytes .....
Syrup—See Molasses

RATES ON STEEL PRODUCTS TO PORTS OF CALL.

Rails .....
Bar Iron 17/6
Plates, I-Beams, Channels, Angles, Zees and Tees.....20/–
Hoops (Straight) 22/6
Nails and Plain Wire.....25/–
Barb Wire and Wire Shorts.....22/6
2416 Pipe 25/–
Galvanized Sheets—in bundles.....25/–
" " —in Cases or Crates.....22/6
Tin Plate 25/–
Bridge or Structural Material—.....25/–
Eye Bars and other close stowing material—say 30 feet or under 25/–
Lattice Work or Girders up to 8,000 lbs.....27/6
" " " " " " 13,000 " 30/–
" " " " " " 16,000 " 32/6
Rate on Bar Iron and Nails 2/6 less than the above to Kobe

Aden	Singapore	Manila	China and Japan	
32/6	42/6	$10.50	42/6	2417
32/6	35/–	8.75	35/–	
32/6	40/–	10.00	40/–	
30/–	35/–	8.75	35/–	
25/–	27/6	7.00	27/6	
32/6	37/6	9.50	37/6	
32/6	40/–	10.00	40/–	
32/6	42/6	10.50	42/6	2418
27/6	30/–	8.00	30/–	
32/6	35/–	8.75	35/–	
30/–	32/6	8.25	32/6	
32/6	40/–	10.00	40/–	
32/6Wt	40/–Wt	$10.00Wt	40/–Wt	
30/–Wt	35/–Wt	8.75Wt	35/–Wt	2419

2420

2421 COMMODITY

T.

T's—See Steel Products
Tanks, Beer .....

Tar—See Pitch
Tin Foil .....
Tin Plate—See Steel Products
Tobacco, Leaf .....
2422
Tobacco, Plug .....

Tobacco, Smoking .....
Turpentine (in Cases) .....

U.

Underwear, Cotton Knit.....
Underwear Cloth .....
2423

W.

Water Meters .....
Washed Metal .....
Wax .....
Wheelbarrows .....
Wire, Plain—See Steel Products
Wire, Barb—See Steel Products
Wire, Copper .....
Wire Shorts—(in Bundles)—See Steel Products
2424 Wood Pulp .....
Wagon Ware—(in the White) .....
Wooden Handles .....

Y.

Yarn, Cotton .....

Z.

Z's—See Steel Products
Zinc (in Slabs)—See Spelter

Aden	Singapore	Manila	China and Japan	
				2425
..32/6	37/6	$9.50	37/6	
..32/6	42/6	10.50	42/6	
..32/6	32/6	8.75	1.10	
			100 lbs.	2426
..32/6	60c.	60c.	60c.	
	100 lbs.	100 lbs.	100 lbs.	
..32/6	32/6	8.25	32/6	
..32/6	32/6	8.25	32/6	
..27/6	27/6	$7.50	27/6	
..27/6	27/6	7.50	27/6	
				2427
..32/6	42/6	$10.50	42/6	
..22/6	22/6	22/6	22/6	
..27/6	27/6	7.00	27/6	
..32/6	37/6	9.50	37/6	
..32/6	42/6	10.50	42/6	
..30/–	32/6	8.25	32/6	
..32/6	35/–	8.75	35/–	2428
..32/6	40/–	10.00	40/–	
..27/6	27/6	$7.50	27/6	

ARBITRARIES

2433

Unless otherwise specified, arbitraries on through shipments cover pieces up to one ton only.

Note No. 1—The following Ports being closed during the months of December, January, and February, no cargo to be received for arrival at the transhipping Port during that period unless Bills Lading be claused—"Subject to delay at Port of transhipment; all storage and other charges at transhipment Port while awaiting forwarding to be borne by shipper, owner or consignee."

Alexanderovsk	Mukpo	Port Arthur	2434
Chinnampo	Neuchwang	Tongku	
Gensan	Nikolaevosk	Vladivostock	
Karsakovsk			

Note No. 2—Transhipments destined for Tientsin via Shanghai must be made as follows: From New York, between Jan. 1st and Aug. 31st, take summer rate; from New York, between Sept. 1st and Dec. 31st, take winter rate.

Arbitrary on Heavy Pieces

Summer Rate		Winter Rate	
1 to 2 tons	33/–	1 to 2 tons	42/–
2 to 3 "	48/–	2 to 3 "	57/– 2435
3 to 4 "	69/–	3 to 4 "	78/–
4 to 5 "	90/–	4 to 5 "	99/–
5 to 6 "	111/–	5 to 6 "	120/–
6 to 7 "	150/–	6 to 7 "	159/–
7 to 8 "	157/6	7 to 8 "	166/6
8 to 9 "	225/–	8 to 9 "	234/–
9 to 10 "	262/6	9 to 10 "	271/6

Most steamers running to Tientsin can only lift about 3 tons with their own gear. Heavier pieces may have to be held in Shanghai some three weeks awaiting a suitable steamer, which would entail extra storage charges. 2436

Note No. 3. Rates on heavy lifts for these ports:

½ ton to 1 ton	5/–
1 ton to 2 tons	7/6
2 tons to 3 tons	10/–
3 tons to 4 tons	15/–
4 tons and over, special	

2437 Note No. 4. Rates on heavy lifts to these ports:

½ ton to 1 ton	7/6
1 ton to 2 tons	10/–
2 tons to 3 tons	12/6
3 tons to 4 tons	17/6
4 tons and over, special	

Note No. 5. Rates on heavy lifts to these ports:

½ ton to 1 ton	8/9
1 ton to 2 tons	11/3
2 tons to 3 tons	13/9
3 tons to 4 tons	18/9

2438

4 tons and over, special	

Note No. 6. Rates on heavy lifts to these ports:

½ ton to 1 ton	11/3
1 ton to 2 tons	13/9
2 tons to 3 tons	17/6
3 tons to 4 tons	27/6
4 tons and over, special	

Note No. 7. Rates on heavy lifts to these ports:

½ ton to 1 ton	13/9
1 ton to 2 tons	17/6
2 tons to 3 tons	23/9

2439

3 tons to 4 tons	35/–
4 tons and over, special	

Note No. 8. Rates on heavy lifts to these ports:

½ ton to 1 ton	16/3
1 ton to 2 tons	20/–
2 tons to 3 tons	25/–
3 tons to 4 tons	37/6
4 tons and over, special	

Note No. 9. Rates on heavy lifts to these ports:

½ ton to 1 ton	18/9

2440

1 ton to 2 tons	23/9
2 tons to 3 tons	30/–
3 tons to 4 tons	45/–
4 tons and over, special	

Note No. 10. Rates on heavy lifts to these ports:

½ ton to 1 ton	21/3
1 ton to 2 tons	27/6
2 tons to 3 tons	35/–
3 tons to 4 tons	52/6
4 tons and over, special	

Note No. 11. Rates on heavy lifts to these ports: 2441

½ ton to 1 ton	23/9
1 ton to 2 tons	28/9
2 tons to 3 tons	37/6
3 tons to 4 tons	57/6
4 tons and over, special	

Note No. 12. Rates on heavy lifts to these ports:

½ ton to 1 ton add 20% to arbitrary
1 ton to 2 tons add 50% to arbitrary
2 tons to 3 tons double arbitrary
3 tons to 4 tons treble arbitrary
4 tons and over, special 2442

Note No. 13. Packages weighing over one ton for ports for which no lift scale is provided can be carried only by special agreement.

A.

Acheen	Hong Kong or Singapore		27/6
Adaolet	(Selore)	"	31/3
Adaolet	(Tandgong Balie)	"	22/6
Ajer-Bangis		"	30/–
Alor		"	31/3 2443
Alfonso XIII	(Paragua)	Manila	50/–
Ambon		Singapore	25/–
Amboina		"	25/–
Amoerang		"	31/3
Amoy		Hong Kong	12/6
Ampenan		Singapore	17/6
Analdoe		"	22/6
Analaboe		"	22/6
Anping, Note 8	(Formosa)	Kobe	12/6
Ansoes		Singapore	30/– 2444
Aparri	(Luzon)	Manila	40/–
Asahan	(Tondjong Balei)	Singapore	15/–
Atapoepoe		"	31/3
Atimonan	(Luzon)	Manila	50/–
Alexanderovsk, Notes 1 and 12		Kobe	33/9
Antung, Notes 1 and 12		"	18/6

2445 **B.**

Bagan-Si-Api-Api		Singapore	..20/-
Bais	(Negroes)	Manila	..40/-
Balabac	(Balabac)	"	..50/-
Balar	(Luzon)	"	..50/-
Balek-Papan		Singapore	..17/6
Banda		"	..25/-
Bandjermassin		"	..15/-
Bangkok		"	..15/-
Bangui	(Luzon)	Manila	..40/-
2446 Banjoewangie		Singapore	..25/-
Baris		"	..22/6
Barugo	(Leyte)	Manila	..40/-
Batangas	(Luzon)	"	..30/-
Bato	(Cantanduanes)	"	..45/-
Batoe-Bahra		Singapore	..20/-
Batavia		"	..10/-
Batjan		"	..31/3
Bawean		"	..17/6
Baybay	(Leyte)	Manila	..40/-
2447 Belawan-Deli		Singapore	..15/-
Bengkalis		"	..15/-
Benkoelen		"	..26/3
Berouw		"	..17/6
Bila	(So-Djiwi-Djiwi)	"	..15/-
Billiton		"	..15/-
Bintoelen		"	..26/3
Bima		"	..17/6
Boac	(Maranduque)	Manila	..30/-
Boekit-Pondok		Singapore	..25/-
Boelekomba		"	..31/3
2448 Boeleleng		"	..17/6
Boelongan		"	..17/6
Boela-Baai	(Ceram)	"	..31/3
Boeroe	(Kajeli)	"	..31/3
Boesak		"	..30/-
Boeton		"	..31/3
Bolontio		"	..30/-
Bolinao	(Luzon)	Manila	..30/-
Bombay		Aden	..10/-

Bonerete		Singapore	..30/–	2449
Bongao	(Tina-Tina)	Manila	..50/–	
Bonthain		Singapore	..31/3	
Boroagan	(Samar)	Manila	..40/–	
Bulalacao	(Minando)	"	..30/–	
Bushire		Aden	..30/–	
Bussarah		"	..30/–	
Bwool		Singapore	..31/3	

C.

Cabalian	(Leyte)	Manila	..37/6	2450
Cagayan	(Mindanao)	"	..45/–	
Cagayan	(Cagayan)	"	..50/–	
Calapan	(Mindoro)	"	..30/–	
Calbayog	(Samar)	"	..37/6	
Calcutta		Aden	..25/–	
Candon	(Luzon)	Manila	..40/–	
Canton		Hong Kong	.. 7/6	
Capiz	(Panay)	Manila	..50/–	
Carigxara	(Leyte)	"	..37/6	
Catabalogan	(Samar)	"	..37/6	
Cataingan	(Masbate)	"	..30/–	2451
Cebu	"	Hong Kong	..12/6	
Cebu		Manila	..$3.25	
Pieces up to 1½ tons wt. and 20 ft. in length.....				
Changsha		Shanghai	..22/6	
Chefoo, Note 12		Kobe or Shanghai	..15/–	
Chemulpo, Note 8		Kobe	..15/–	
Chemulpo	Carbide Calcium	"	..25/–	
Cheribon		Singapore	..15/–	
Chinkiang		Shanghai	..10/–	
Chinnampo, Notes 1 and 11		Kobe	..18/9	2452
Chinwangtao		Shanghai	..20/–	
Colombo		Aden	..16/3	
Cottabato	(Mindanao)	Manila	..47/6	
Culion	(Culion)	"	..45/–	
Cuyo		"	..45/–	

2453

D.

Daet	(Luzon)	Manila	..45/–
Dagupan	"	"	..30/–
Daitotai	(Formosa)	Hong Kong	..16/3
Dalny, Note No. 9		Shanghai	..15/–
Dapitan	(Mindanao)	Manila	..45/–
Davao	"	"	..50/–
Deli		Singapore	..15/–
Dipolo	(Mindanao)	Manila	..45/–
Djambi		Singapore	..15/–
Djamna		"	..31/3
Djibouti		Aden	..10/6
Dobo	(Aroe Island)	Singapore	..31/3
Dongala	(Palos Bay)	"	..31/3
Donsel	(Luzon)	Manila	..30/–
Doreh		Singapore	..31/3
Dumaguete	(Negroes)	Manila	..37/6

2454

E.

Edi		Singapore	..20/–
Elat	(Kei Island)	"	..31/3
Endeh		"	..30/–
Engano		"	..26/3

2455

F.

Fakfak		Singapore	..31/3
Foochow		Hong Kong	..20/–
Fusan, Note 7	(Korea)	Kobe	..12/6
Fushiki, Note 7		"	..11/3

2456

G.

Gani		Singapore	..31/3
Gasan	(Marindugue)	Manila	..30/–
Gensan, Notes 1 and 9		Kobe	..15/–
Gisser		Singapore	..31/3
Glan	(Mindanao)	Manila	..47/6
Gorontalo		Singapore	..25/–
Goenoing-Sitoli		"	..25/–
Gubat	(Luzon)	Manila	..37/6
Gulgan	(Samar)	"	..37/6

H.

2457

Haiphong	General	Hong Kong	13/9
Haiphong (Bale Cotton per 100 pounds)	"		17½c
Hakodate, Note 7		Yokohama	15/–
Hanoi		Hong Kong	21/3
Hankow		Shanghai	15/–
Higan	(Mindanao)	Manila	45/–
Hodeidah		Aden	10/–
Hoihow		Hong Kong	10/–
Humboldtsbay		Singapore	31/3

2458

I.

Iba	(Luzon)	Manila	30/–
Ichang		Shanghai	23/9
Idi		Singapore	22/6
Iloilo	(Panay)	"	27/6
Iloilo	"	Hong Kong	13/9
Iloilo		Manila	$4.25
Pieces up to 1½ tons wt. and 20 ft. in length.			
Ilwaki	(Wetter Island)	Singapore	31/3
Indrapoera		"	26/3

2459

J.

Jeddah		Aden	12/6
Jolo	(Jolo)	Manila	47/6
Josin, Note 9	(Korea)	Yokohama or Kobe	16/9

K.

2460

Kajeli		Singapore	31/3
Keelung, Note 6		Kobe	12/6
Kalianda		Singapore	26/3
Kendari		"	31/3
Kiaochow	(Tsingtau)	Shanghai	15/–
Kilindini Harbor, General		Aden	20/–
Kilindini Harbor, Domestics		"	17/6
Kiukiang		Shanghai	15/–

2461	Kisser	Singapore	..31/3
	Klang (See Port Swettenham)	"	..15/-
	Koetei (Samarinda)	"	..17/6
	Korido	"	..31/3
	Korsakovsk, Notes 1 and 12	Kobe	..27/6
	Kota-Baroe (Pulu Laut)	Singapore	..17/6
	Kota-Boena	"	..31/3
	Kuela Lampur	"	..27/6
	Kudat	"	..22/6
	Kudat	Hong Kong	..13/9
	Kurrachee	Aden	..15/-
2462	Kroe	Singapore	..26/3
	Kwandang	"	..30/-
	Kyoto, Note 5	Kobe	.. 6/3

L.

	Labocan-Hadji	Singapore	..17/6
	Labuan	"	..20/-
	Lagonoy (Luzon)	Manila	..45/-
	Laguimanoc "	"	..30/-
	Laoag "	"	..37/6
2463	Laoang (Samar)	"	..37/6
	Larentoeka	Singapore	..31/3
	La Ysabela (Basilan)	Manila	..47/6
	Lebac (Mindanao)	"	..47/6
	Legaspi (Luzon)	"	..37/6
	Lelingloewan (Larat)	Singapore	..31/3
	Lho-Seumaweh	"	..22/6
	Liroeng	"	..30/-
	Losoni	"	..31/3

M.

2464

	Maasin (Leyte)	Manila	..37/6
	Macassar	Singapore	..15/-
	Macao	Hong Kong	.. 7/6
	Madras	Aden	..20/-
	Magadoxa	"	..37/6
	Malacca	Singapore	..15/-
	Maligboc (Leyte)	Manila	..37/6

Mambalac ..... (Camiguing)	"	..45/–	2465
Mangarin ..... (Mindanao)	"	..30/–	
Manna	Singapore	..26/3	
Manokwari	"	..31/3	
Maoemerie	"	..31/3	
Mapano	"	..31/3	
Marangas ..... (Paragua)	Manila	..47/6	
Maribojog ..... (Bohol)	"	..47/6	
Massowah	Aden	..12/6	
Matnog ..... (Luzon)	Manila	..37/6	
Matinan	Singapore	..30/–	
Matti ..... (Mindanao)	Manila	..47/6	2466
Mauban ..... (Luzon)	"	..47/6	
Mempawa	Singapore	..15/–	
Menado	"	..25/–	
Merauke	"	..31/3	
Meulaboh ..... (Analaboe)	"	..25/–	
Mohammerah	Aden	..25/–	
Moera-Djawa	Singapore	..22/6	
Moearo ..... (Dwjawa)	"	..17/6	
Moera-Saba	"	..15/–	
Moji	Kobe	..12/6	
Mokko-Mokko	Singapore	..27/6	2467
Mombassa—through rate—landed			
Heavy Pieces	General Cargo	..52/6	
1 to 1½ tons—60/–	Domestics	42/6	
1½ to 2 tons..67/6	Corrugated Iron	47/6	
2 to 3 tons..72/6 landing additional	Flour (in bags)	.47/6	
	Flour (in bbls.)	.52/6	
Moulmein ..... (Burmah)	Singapore	..18/–	
Mukpo, Notes 1 and 8	Kobe	..15/–	
Muntok	Singapore	..15/–	
Muroran, Note 8.....	Yokohama	..15/–	2468
Muscat	Aden	..20/–	

N.

Nagasaki, Note 8.....	Kobe	..12/6	
Nagoya-Yokkaichi	Yokohama	.. 6/3	
Nangamessi or Waingapoe.....	Singapore	..31/3	
Nanking	Shanghai	..12/6	
Naro ..... (Masbate)	Manila	..30/–	

2469 Natal ..... Singapore ..30/-
Neumure Note 8..... Yokohama ..23/-
Neuchwang, Notes 1 and 10..... Shanghai or Kobe ..17/6
New Wiju ..... Kobe ..18/9
Niigata, Note 8..... Yokohama or Kobe ..12/6
Nikolaevosk, Notes 1 and 12..... Kobe ..33/9
Ningpo, Note 12..... Shanghai ..12/6
Nueva Caceres..... (Luzon) ..... Manila ..45/-

2470

O.

Oginohama, Note 6..... Yokohama .. 8/9
Olehleh ..... Singapore ..20/-
Olongapo ..... (Luzon) ..... Manila ..30/-
Ormoc ..... (Leyte)..... " ..37/6
Oroquieta ..... (Mindanao)..... " ..45/-
Osaka, Note 3..... Kobe .. 5/-
Otaru, Note 8..... Yokohama ..18/9

2471

P.

Padang ..... Singapore ..26/3
Pakhoi ..... Hong Kong . 11/3
Palonoc ..... (Masbate) ..... Manila ..30/-
Palembang ..... Singapore ..15/-
Palehleh ..... " ..31/3
Paloppo ..... (Loewoe) ..... " ..31/3
Palo ..... " ..15/-
Palompon ..... (Leyte)..... Manila ..37/6
Palima ..... Singapore ..31/3
2472 Paluan ..... (Mindoro) ..... Manila ..30/-
Pamanghat ..... Singapore ..15/-
Panarekan ..... " ..17/6
Paneh ..... (Laboean-Bilik) .. " ..15/-
Panolan ..... (Cantanduanse) ..Manila ..45/-
Parang-Parang ..... (Mindanao)..... " ..47/6
Pare-Pare ..... Singapore ..31/3
Pasir ..... " ..17/6
Pasacco ..... (Luzon) ..... Manila ..30/-
Pekin, 10/6 over Tientsin rate

Potani		Singapore	..31/3	2473
Penang		"	..10/-	
Pekalongan		"	..15/-	
Peta		"	..31/3	
Poeloe-Raya		"	..30/-	
Poeloe-Tello		"	..30/-	
Pelaboean	(Ratoe)	"	..17/6	
Polac	(Mindoro)	Manila	..30/-	
Polloc	(Mindanao)	"	..47/6	
Pontianak		Singapore	..15/-	
Port Arthur, Notes 1 and 10		Kobe	..22/6	
Port Dickson		Singapore	..17/6	2474
Port Swettenham		"	..21/3	
Port Weld		"	..20/-	
Pirue		"	..31/3	
Priaman		"	..30/-	
Puerto Princesa	(Paragua)	Manila	..47/6	
Punta Separacion ..	"	"	..47/6	

R.

Rangoon		Singapore	..15/-	2475
Romblon	(Romblon)	Manila	..30/-	
Roon		Singapore	..31/3	
Rotti		"	..31/3	
Ruke		Hong Kong	..35/-	

S.

Sabang	(Pulu-Weh)	Singapore	..20/-	
Sakata, Note 8		Yokohoma or Kobe	..12/6	
Salabangka		Singapore	..31/3	2476
Saleier		"	..31/3	
Salomague	(Luzon)	Manila	..35/-	
Samarinda	(Koetei)	Singapore	..17/6	
Samarang		"	..10/-	
Sambas		"	..15/-	
Sandakan	(Singapore or Hong Kong)		..22/6	
San Fernando de la Union	(Luzon)	Manila	..30/-	
San Filipe	"	"	..30/-	

2477	San Jose de Buenavista.. (Panay).....	"		..47/6
	San Pascual .....(Cantandanes) ...	"		..30/-
	Santa Cruz .....(Martinique).....	"		..30/-
	Santa Cruz .....(Mindoro)	"		..30/-
	Santa Cruz .....(Luzon)	"		..30/-
	Santa Maria .....(Mindanao).....	"		..45/-
	Saonek	Singapore		..31/3
	Saigon	"		..12/6
	Saparoea	"		..31/3
	Sarangani Bay.....(Mindanao).....	Manila		..47/6
	Sarawak	Singapore		..15/-
2478	Savoe	"		..31/3
	Seak	"		..15/-
	Segli	"		..22/6
	Sekar	"		..31/3
	Serwaroe .....(Letti)	"		..31/3
	Shasi	Shanghai		..22/6
	Siak	Singapore		..10/-
	Siaoe	"		..31/3
	Siassi .....(Siassi)	Manila		..47/6
	Siboga	Singapore		..30/-
2479	Simpang	"		..15/-
	Sinabangbaai .....(Pulu Simeuloe)..	"		..30/-
	Sinagup (Paragua)	Manila		..47/6
	Sindjai .....(Balangnipa)	Singapore		..31/3
	Singkawang	"		..15/-
	Singkel	"		..30/-
	Sindangan .....(Mindanao).....	Manila		..45/6
	Soemalata	Singapore		..31/-
	Soemenap	"		..17/3
	Soerabaya	"		..10/-
	Sorong	"		..31/3
2480	Sorrogon .....(Luzon)	Manila		..30/-
	Suakim	Aden		..12/6
	Subic .....(Luzon)	Manila		..30/-
	Sumbawa	Singapore		..17/6
	Swatow	Hong Kong		..11/3

T.

Taal	(Luzon)	Manila	..30/–	2481
Tabaco	"	"	..37/6	
Tacloban	(Leyte)	"	..37/6	
Taiwanfoo		Hong Kong	..21/3	
Takow	(Formosa)	Kobe	..18/9	
Taku		Shanghai	..20/–	
Tampat-Tocan		Singapore	..22/6	
Tamsui, Note 12	(Formosa)	Hong Kong	..16/3	
Tandjong-Balei	(Asshan)	Singapore	..15/–	
Tarakan		"	..17/6	2482
Tataan	(Tina-Tina)	Manila	..47/6	
Tegal		Singapore	..15/–	
Telok-Betong		"	..26/3	
Telok-Semawe		"	..22/6	
Teluk-Anson		"	..27/6	
Temboekoe		"	..31/3	
Tepa	(Babber)	"	..31/3	
Ternate		"	..25/–	
Thursday Island		"	..30/–	
Tientsin, Note 2, Winter Rate		Shanghai	..27/6	2483
Tientsin, Note 2, Summer Rate		"	..15/6	
Tientsin, Note 2, Winter, Domestics, Cases		"	..27/6	
Tientsin, Note 2, Summer, Domestics, Cases		"	..15/6	
Tientsin, Note 2, Domestics (Bales) Winter, per 100 lbs.			..55c	
Tientsin, Note 2, Domestics (Bales) Summer, per 100 lbs.			.30c	
Tifoe	(Boeroe)	Singapore	..31/3	
Timor-Deli		"	..31/3	
Timor-Koepang		"	..31/3	
Toboali		"	..15/–	
Tocal	(Kei Island)	"	..31/3	
Tokio, Note 3		Yokohama	.. 3/9	2484
Toli-Toli or Tontoli		Singapore	..31/3	
Tongku, Note 1		Shanghai	..20/–	
Tonkin		"	..20/–	
Toroena	(Sangir Island)	Singapore	..31/3	
Totok		"	..31/3	
Tsingtau	(Kiaochow)	Shanghai	..15/–	
Tucuran	(Mindanao)	Manila	..47/6	

2485

U.

Uraga		Yokohama	12/6
Uson	(Masbate)	Manila	30/-

V.

Vigan	(Luzon)	Manila	37/6
Virac	(Cantanduense)	"	45/-
Vladivostock, Notes 1 and 9		Kobe	15/-

2486

W.

Wahaai		Singapore	31/3
Waingapoe or Nangamessi		"	31/3
Wenchow		Shanghai	15/-
Wei-Hei-Wei		"	15/-
Woeloer	(Damar Island)	Singapore	31/3
Wooibaai	(Jappen)	"	31/3
Wuchow		Hong Kong	12/6
Wuhu		Shanghai	12/6

2487

Y.

Yokkaichi, Note 5		Yokohama	6/3
Yokosuka, Note 4		"	5/-
Yochow		Shanghai	18/9

Z.

Zamboanga		Singapore	30/-
Zamboanga	(Mindanao)	Manila	$7.50
Zamboanga		Hong Kong	13/9

Zanzibar—through rate—landed

Heavy Pieces

1 to 1½ tons 60/-

1½ tons to 2 tons 67/6

2 to 3 tons 72/6 landing additional

General Cargo	52/6
Domestics	42/6
Corrugated Iron	47/6
Flour in bags	47/6
Flour in barrels	52/6

Petitioner's Exhibit 37—Sparks 451.

RATES TO ADEN, SINGAPORE, MANILA, CHINA AND JAPAN PORTS, AS PER PRESENT TARIFF, ARE AS FOLLOWS:

	Aden	Singapore	Manila	Japan China
GENERAL CARGO:—All Classes of Merchandise pay these rates, with the exception of the Special Commodities Enumerated below	35/–	42/6	$10.50	42/6
Acid Phosphate, in bags				32/6
Ad Valorem	3½%	3½%	3½%	3½%
Ammonia, Liquid or Chloride—On Deck	67/6	67/6	$17.00	67/6
Automobiles	$8.75	$8.75	$ 8.75	$8.75
Bars, in Cases	35/–	35/–	$ 8.50	35/–
Beer			65c. per 100 lbs.	65c. per 100 lbs.
Benzine, on Deck, excluding Shanghai—Min. 5000 cases	67/6	67/6	$17.00	67/6
Bi-Carbonate of Soda			$ 8.00	32/6
Bicycles	35/–	42/6	$ 9.50	37/6
Bolts & Nuts	35/–	35/–	$ 8.50	35/–
Bones				85c. per 100 lbs.
Bones, to Osaka, via Kobe				92½c. "
Calcium Carbide, under Deck	52/6	52/6	$13.25	52/6
Carbon Black	35/–	35/–	$ 8.50	35/–
Cartridges, Safety (Not less than 300 Cs. to Shanghai). $1.75 to be added to each through shipment via Singapore	$2.00 per Case, not exceeding 100 lbs. to all Ports			
Car Springs				35/–
Car Wheels, Loose	27/6Wt.	27/6Wt.	27/6Wt.	27/6Wt.
Car Wheels, on Axles	30/– "	30/– "	30/– "	30/– "
Caustic Soda, in Iron Drums		32/6	$ 8.00	32/6
Chloroform & Ether	75/–	75/–	$18.75	75/–
Cigarettes & Smoking Tobacco	35/–	37/6	$ 8.25	32/6
Cloves				75/–Wt.

Coffee, in Bags			$15.00 Wt.	
Concrete Reinforcement (Other than Bars)			$ 8.75	35/–
Cooperage	35/–	35/–	$ 8.50	35/–
Cotton Piece Goods, in Bales	26/3	42/6	$10.25	60c. 100 lbs.
Cotton Piece Goods, in Cases	26/3	42/6	$10.25	30/–
Cotton Knit Underwear & Underwear Cloth	27/6	27/6	$ 6.75	27/6
Cotton Yarn	27/6	27/6	$ 6.75	27/6
Cotton, Raw (Subject to requirements)				
Cotton Waste (Machinery Compressed)	32/6	35/–	$ 9.50	40/–
Culverts, Corrugated Iron			$ 8.75Wt.	35/–
Expanded Metal, Concrete Reinforcement (Other than Bars)			$ 8.75	35/–
Explosives, not less than 25 tons		$40.00 per Ton–All Ports		
Fire Arms, Except Revolvers	52/6	52/6	$13.25	52/6
Flannels, in Cases	35/–	42/6	$10.25	80c. 100 lbs.
Flour, in Bags	45/–Wt.	30/–Wt.	$ 7.50Wt.	30/–Wt.
Flour, in Barrels	45/–	30/–	$ 7.50	30/–
Lard, in Tierces	57/6Wt.	57/6Wt.	$14.25Wt.	57/6Wt.
Leather, Finished	52/6	52/6	$13.25	52/6
Lime, Unslacked (Packed in Water Tight Packages) On Deck	62/6	62/6	$15.75	62/6
Lignum Vitae	37/6	37/6	$ 9.50	37/6
Locomotives, No Lift Scale	35/–	42/6	$10.50	42/6
	Meas.	Meas.	Meas.	Meas.
Lubricating Oil & Grease	35/–	27/6	$7 .00	27/6
Machinery	35/–	42/6	$10.50	42/6
Scale of Heavy Pieces:		Sterling		Gold
6,000 to 11,000 lbs.		50/–		$12.50
11,000 " 17,000 "		57/6		14.50
17,000 " 21,000 "		65/–		16.25
21,000 " 25,000 "		72/6		18.00

WRITING CLO

25,000 " 30,000 "		80/–		20.00
30,000 " 40,000 "		92/6		23.00
40,000 " 50,000 "		105/–		26.25
50,000 " 60,000 "		152/6		38.00
60,000 " 70,000 "		202/6		50.50
70,000 " 80,000 "		252/6		63.00
Newspapers (Old)	25/–	25/–	$ 6.50	25/–
Oakum			$ 8.00	32/6
Paper (All Paper, except Bond and Fine Writing Paper)		30/–	$ 7.50	30/–
Pianos & Organs		$8.75	$ 8.75	$8.75
Pipe, Cast Iron	35/–	35/–	$ 8.50	35/–
Plaster	40/–	40/–	$10.00	40/–
Primers (Minimum B/Lading $25.)	$25.00	$25.00	$25.00	$25.00
Quaker Oats	37/6	37/6	$ 9.50	37/6
Revolvers (Subject to cases being opened on Pier in presence of Shipper's representative)	3½%	3½%	3½%	3½%
Rosin		55/–Wt.	$13.25Wt.	55/–Wt.
Rubber Cement, On deck	67/6	67/6	$17.00	67/6
Soda, Ash & Potash		32/6	$ 8.00	32/6
Steel Products—See Next Page				
Tanning Extract				35/–
Tarvis, Wooden Bbls., On Deck				
Iron Drums, Under Deck	35/–	35/–	$ 8.75	35/–
Tobacco, Leaf	35/–	37/6	$ 8.75	$1.10 per 100 lbs.
Tobacco, Smoking	35/–	37/6	$ 8.25	32/6

New York, Dec. 15, 1913.

CLOSE TO EDGE

RATES ON STEEL PRODUCTS TO PORTS OF CALL

	Other Ports	Japan
Rails	17/6	17/6
Bar Iron	20/–	17/6
Flat Plates, I-Beams, Channels, Angles, Zees, Tees and Pilings	25/–	21/–
Hoops (Straight)	27/6	27/6
Nails	22/6	20/–
Plain Wire	25/–	21/–
Barb Wire and Wire Shorts	27/6	27/6
Pipe	27/6	27/6
Galvanized Sheets, in Bundles, Cases or Crates	27/6	27/6
Tin Plate	27/6	27/6
Bridge or Structural Material—		
Eye Bars and other close stowing material say 30 ft. or under	27/6	27/6
Lattice Work or Girders up to 8,000 lbs.	30/–	30/–
" " " " " " 13,000 "	32/6	32/6
" " " " " " 16,000 "	35/–	35/–

New York, Dec. 15, 1913.

WRITING CLO

Petitioner's Exhibit 38—Sparks 451.

2505

LETTER HEAD.

New York, Dec. 22, 1913.

T. A. Sparks, Esq.,
Messrs. Funch, Edye & Co.,
Maritime Bldg., City.

My dear Mr. Sparks,

As requested I enclose copies of letters passed between Messrs. Mitsui and ourselves with reference to the extension 2506
of the lubricating oil contract.

Yours truly,

BARBER & CO., Incorporated,
By A. HOUTMAN.

AH/M

Petitioner's Exhibit 38a—Sparks 451.

Copy of letter from Messrs. Mitsui & Co., Ltd.

New York, June 24th, 1913. 2507

Messrs. Barber & Co.,
17 Battery Place, Att'n of Mr. Hartman.
New York City.

Dear Sirs:

In reply refer to LUBRICATING OIL ..... S. M.

This is to confirm our telephone conversation of this morning to the effect that you have accepted our request to extend our freight contract on Lubricating Oil for one year more, namely from the first of August, 1913, until the end of July, 1914, at the rate of 23/9 per ton of 2,240 lbs., or 40 cu. ft., 2508
at ship's option, for shipment from New York to Hong Kong, Shanghai, Kobe, Yokohama and also Manila.

Please confirm the above agreement by your letter and oblige,

Yours very truly,

(sgd) MITSUI & CO., LTD.,
T. ISSHIKI,
Mgr. Machinery Dept.

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2509 **Petitioner's Exhibit 38b—Sparks 451.**

Copy of letter to Messrs. Mitsui & Co., Ltd.
June 26th, 1913.

Messrs. Mitsui & Co., Ltd.,
City.

Dear Sirs:

LUBRICATING OIL

2510 We have your favor of the 24th inst., with reference to contract on lubg. oil, and we confirm the extension of the contract as stipulated in your letter.

Yours truly,

(sgd) BARBER & CO., Inc.,
A. HOUTMAN.

AH/B

Petitioner's Exhibit 39—Rec. 457.

2511 AMERICAN & MANCHURIAN LINE STEAMERS.

1907

Steamer	Run	Sailed
"MATOPPO"	Dalny only	June 20th
"KARONGA"	Hong Kong & Dalny	July 19th
"KABINGA"	C. & J.	Sept. 4th
"BIRKHALL"	Dalny only	Sept. 19th
"KASENGA"	C. & J.	Oct. 1st
"CHARLES TIBERGHIEN"	Dalny & Moji	Oct. 17th
2512 "DALDORCH"	Dalny & Otaru	Oct. 23rd
"BLOEMFONTEIN"	C. & J.	Nov. 2nd
"KORANNA"	C. & J.	Nov. 5th
"CLAVERHILL"	Dalny only	Nov. 26th
"MANICA"	C. & J.	Dec. 20th

WRITING CLO

	1908		2513
"CAMETA"	Dalny & Otaru	Jan. 22nd	
"MATOPPO"	C. & J.	Feb. 1st	
"SWAZI"	C. & J.	Feb. 18th	
"KATUNA"	P. I. and J.	Mar. 5th	
"KALOMO"	C. & J.	Mar. 8th	
"KASAMA"	P. I. and J.	Mar. 26th	
"KARONGA"	C. & J.	Apl. 21st	
"KABINGA"	P. I. & J.	Apl. 27th	
"KASENGA"	P. I. & J.	May 30th	
"BLOEMFONTEIN"	P. I. & J.	July 8th	2514
"KORANNA"	P. I. & J.	Aug. 20th	
"MATOPPO"	C. & J.	Sept. 19th	
"KALOMO"	P. I. & J.	Nov. 1st	
"KARONGA"	C. & J.	Nov. 26th	
"KABINGA"	P. I.	Dec. 20th	
	1909		
"BLOEMFONTEIN"	C & J	Jan. 20th	
"KORANNA"	C & J	Mar. 11th	
"KAZEMBE"	P I & J	Apl. 16th	
"MATOPPO"	C & J	Apl. 21st	2515
"KARONGA"	C & J	June 22nd	
"KASENGA"	P I & J	July 31st	
"BLOEMFONTEIN"	C & J	Aug. 19th	
"KAZEMBE"	P I	Oct. 23rd	
"KATUNA"	C & J	Oct. 24th	
	1910		
"KARONGA"	C & J	Jan. 16th	
"MATOPPO"	P I & J	Jan. 19th	
"KABINGA"	P I & Takow	Mar. 10th	
"KASAMA"	C & J	Mar. 20th	2516
"KAZEMBE"	P I & J	May 10th	
"KASENGA"	C & J	May 17th	
"KAREMA"	P I & J	July 12th	
"BLOEMFONTEIN"	C & J	July 18th	
"SWAZI"	P I	Aug. 30th	
"KANSAS"	C & J	Sept. 10th	
"KATUNA"	P I & J	Oct. 31st	
"KIOTO"	C & J	Nov. 10th	

CLOSE TO EDGE

2516		1911	
	"KORANNA"	P I	Jan. 3rd
	"MATOPPO"	C & J	Jan. 11th
	"KAZEMBE"	P I & J	Feb. 23rd
	"BLOEMFONTEIN"	C & J	Mar. 19th
	"KABINGA"	P I	May 10th
	"KATUNA"	C & J	May 25th
	"KALOMO"	P I	June 24th
	"KAREMA"	P I	July 18th
	"MATOPPO"	C & J	July 28th
2517	"KAZEMBE"	P I	Sept. 23rd
	"KANSAS"	C & J	Sept. 29th
	"KIOTO"	C & J	Nov. 8th
	"KATUNA"	P I	Dec. 14th
		1912	
	"MATOPPO"	C & J	Feb. 2nd
	"WALTON HALL"	C & J	Mar. 2nd
	"BLOEMFONTEIN"	P I & J	Apl. 9th
	"KANSAS"	C & J	Apl. 28th
	"KIOTO"	C & J	June 8th
	"KARONGA"	P I	June 15th
2518	"CITY OF BARODA"	C & J	Aug. 10th
	"KAREMA"	P I & J	Sept. 8th
	"SWAZI"	P I & J	Sept. 23rd
	"BLOEMFONTEIN"	P I & J	Oct. 22nd
	"KANSAS"	C & J	Nov. 13th
	"KIOTO"	P I	Dec. 29th
		1913	
	"KASENGA"	C & J	Feb. 2nd
	"CITY OF COLOMBO"	P I & J	Feb. 25th
	"SWAZI"	C & J	Apl. 11th
2520	"BLOEMFONTEIN"	P I & J	Apl. 22nd
	"KANSAS"	C & J	May 26th
	"KIOTO"	P I & J	June 24th
	"KALOMO"	P I	Aug. 10th
	"CITY OF EDINBURGH"	C & J	Aug. 13th
	"CITY OF BARODA"	C & J	Aug. 25th
	"KATHLAMBA"	P I	Sept. 23rd
	"KAFUE"	C & J	Oct. 13th

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"KENTUCKY"	C & J	Nov. 1st	2521
"KANDAHAR"	P I	Nov. 12th	
"CITY OF DURHAM"	P I	Dec. 25th	
	1914		
"KIOTO"	C & J	Jan. 31st	

CHINA AND JAPAN RUN

The regular ports of call on the China and Japan Run are Hong Kong, Shanghai, Kobe and Yokohama.

PHILIPPINE ISLANDS RUN

The regular ports of call on the Philippine Islands Run are Singapore and Manila. 2522

OUTPORTS

Outports are frequently included. The Outports most often added to the China and Japan Run are Dalny, Tientsin, Chemulpo, Moji, Osaka and Nagasaki.

The Outports most often added to the Philippine Islands Run are Aden, Penang, Port Swettenham, Cebu and Iloilo.

Other Outports covered by either or both Runs are:

		2523
Amoy	Swatow	
Foochow	Taku Bar	
Chinwangtao	Keelung	
Takow	Tsingtau	
Chefoo	Fusan	
Chinnampo	Otaru	
Muroran	Hakodata	
Vladivostock	Hankow	

1905	(Apl./Dec.)	25	Steamers	
1906		35	"	
1907		42	"	
1908		33	"	
1909		23	"	2524
1910		24	"	
1911		28	"	
1912		27	"	
1913		32	"	
		269	Total	

LOSE TO EDGE

2525 On following pages

A	represents	Aden
C		China
F		Formosa
H		Hodeidah
K		Korea
J		Japan
P		Phillipines
R		Port Soudan
S		Straits

2526 1905

Apl.	13	S/S	Shimosa
"	23		Yeddo
May	7		Auchenblae
"	9		Afghan Prince
"	21		Coulsdon
"	30		Satsuma
June	3		Vandalia
"	20		Indrasamha
"	21		Ras Dara
2527 July	1		Saint Fillans
"	9		Wray Castle
"	24		Red Hill
Aug.	5		Lowther Castle
"	13		Quito
"	27		Indrani
Sept.	4		Crown of Castile
"	11		Atholl
"	8		Nubia
Oct.	4		Indrapura
"	9		Montrose
2528 Nov.	1		Indramayo
"	3		Saint George
"	24		Verona
Dec.	11		Yeddo
"	16		Shimosa

25 Steamers

WRITING CLO

1906

			2529
Jan.	6th	Afghan Prince	
"	12	Vandalia	
"	26	Satsuma	
Feb.	7	Lowther Castle	
"	22	Albenga	
"	21	Wray Castle	
Mar.	3	Indrasamha	
"	14	St. Egbert	
Apl.	10	Indrani	
"	14	Jeseric	
"	14	Lothian	2580
May	1st	Indrapura	
"	17	Foxley	
"	26	Indramayo	
June	2	St. George	
"	19	Gutenfels	
"	22	Yeddo	
July	8	Shimosa	
"	17	Verona	
Aug.	3	Ellen Rickmers	
"	9	St. Patrick	2581
"	22	Indrawadi	
Sept.	1st	Afghan Prince	
"	5	Vandalia	
"	20	Satsuma	
"	26	Nubia	
Oct.	4	Wray Castle	
"	10	Saint Bede	
"	19th	Indrasamha	
"	22	Ras Bera	
Nov.	16	Lowther Castle	
"	7	Muncaster Castle	2532
Dec.	7	Jeseric	
"	7	Indrapura	
"	16	Albenga	

35 Steamers

CLOSE TO EDGE

2583			1907
	Jan.	8th	Foxley
	"	13	St. George
	"	23	Indramayo
	Feb.	4	Indrani
	"	1	Errol
	"	17	Norman Prince
	"	16	Shimosa
	Mar.	3	Livingstonia
	"	9	Yeddo
	"	20	Alesia
2584	"	30	St. Patrick
	"	31	Verona
	Apl.	16	Vandalia
	"	25	Tudor Prince
	"	30	Wray Castle
	May	20	Satsuma
	June	20	Indrawadi
	"	24	Headley
	"	30	Indravelli
	July	4	Franklyn
	"	4	Muncaster Castle
2585	"	17	Indrasamba
	"	13	Tannenfels
	"	25	Albenga
	Aug.	1	Indrapura
	"	3	St. George
	"	28	Jeseric
	Sept.	1	Montrose
	"	1	Planet Mars
	"	10	Indrani
	"	12	Shimosa
2586	"	20	Norman Prince
	"	26	Braemar
	Oct.	17	Aragonia
	"	15	Vandalia
	Nov.	4	St. Patrick
	"	2	Croydon
	"	17	Wray Castle
	"	18	Verona
	"	28	Tudor Prince

WRITING CLO

Dec.	3	Hohenfels	2537
"	24	Satsuma	

42 Steamers

1908

Jan.	3	Lowther Castle	
"	23	Indrawadi	
"	7	Sikh S C J	
Feb.	1st	Muncaster Castle A S P J	
"	8th	Headley C J	
"	25	St. Dunstan C K J	
Mar.	1	Inveresk S P J	2538
"	12	Indrasamha C K J	
"	13	St. George A S P F J	
"	29	Dacre Castle A S P J	
Apl.	5	Suruga C J	
"	22	Albenga A S P K J	
"	26	Indrapura A C J	
May	15	Indramayo C J	
"	23	Bisley A S C P J	
"	26	Vandalia C J	
June	9	Jeseric C J	2589
"	14	Shimosa A S P J	
"	30	Indrani C J	
July	21	Inverclyde C J	
"	26	St. Patrick A S P J	
"	24	Woglinde P	
Aug.	9	Wray Castle C J	
"	30	Tudor Prince C J	
Sept.	10	Indrawadi A S P J	
Oct.	8	Muncaster Castle A S P J	
"	9	Aragonia S P C J	
"	30	Headley R S C J	2540
Nov.	1	Suruga C J	
"	24	Indrapura P	
Dec.	1	Indrasamha C S P J	
"	9	Norman Prince C J	
"	26	Dacre Castle C S K J	

33 Steamers

CLOSE TO EDGE

2541			1909
	Jan.	8	Indramayo A S P C J
	"	23	Satsuma A S P C J
	Feb.	5	Indrani C J
	"	20	Woglinde S C J
	Mar.	5	Inverclyde A S P J
	"	14	Wray Castle C J
	"	25	Oceano H S P
	"	28	St. Patrick C J
	May	8	Indrawadi A S P J
2542	"	8	Welsh Prince C J
	June	1	Aragonia S P J
	"	5	Indrapura C K J
	"	26	Suruga A S P J
	July	7	Albenga C J
	"	28	Indrasamha C J
	Aug.	28	Lowther Castle S P J
	Sept.	9	Shimosa C J
	"	29	Wray Castle S P J
	"	30	Vandalia S C J
	Nov.	11	St. Patrick S P F J
2543	"	20	Welsh Prince S C J
	Dec.	12	Verona A S P J
	"	19	Dacre Castle H S C K J

23 Steamers

			1910
	Feb.	4	Inveresk P
	"	9	Aragonia C J
	"	19	African Prince S P J
	"	26	Indrasamha P C K J
2544	Mar.	30	Shimosa A S P
	Apr.	9	Indradeo P C J
	"	20	Wray Castle S P J
	"	26	Albenga C J
	May	29	St. Patrick S P C J
	June	8	Welsh Prince C J
	"	21	Indrawadi S P J
	"	30	Indravelli C J

WRITING

July	24	Dacre Castle A S P C J	2545
"	30	Inveresk C J	
Aug.	11	Bisley S P J	
"	20	Aragonia C K J	
Sept.	21	Suruga S P	
Oct.	6	Shimosa C J	
"	11	Foxley A S P F	
"	21	Indradeo S C K J	
Nov.	27	Verona S P	
Dec.	1	Luceric C J	
"	12	St. Patrick A S P J	
"	26	Albenga C J	2546

24 Steamers

1911

Jan.	23	Muncaster Castle S P J	
"	24	Afghan Prince C K J	
Feb.	2	Indravelli A S P J	
"	15	Dacre Castle C J	
Mar.	5	Bisley A S P J	
"	23	Aragonia A S P J	
"	29	Suruga C J	2547
Apr.	16	Inverclyde S P J	
"	22	Indrasamha J	
"	28	Shimosa A S J	
May	10	Indradeo C J	
"	21	Wray Castle A S P C	
June	10	Satsuma C J	
"	25	Welsh Prince C K J	
July	11	St. Patrick S C J	
Aug.	11	Indramayo P C K J	
"	20	Afghan Prince S P J	2548
"	25	Vandalia C J	
Sept.	7	Indravelli S P J	
"	14	Indrawadi S C K J	
Oct.	22	Aragonia C K J	
"	26	Suruga S P	
Nov.	14	Shimosa A S P	
"	18	Jeseric C K J	
"	26	Indradeo A S P	

CLOSE TO EDGE

2549	Dec.	15	Indrasamha C J
	"	27	Burmese Prince A S P C
	"	31	Kalomo C J

28 Steamers

1912

	Jan.	21	St. Patrick C J
	"	31	Muncaster Castle A S P J
	Feb.	16	Vandalia A P F J
	"	20	Bramley A S P J
2550	Mar.	9	Indramayo C K J
	"	29	Indrawadi A S P J
	Apr.	3	Afghan Prince C J
	"	10	Indravelli C J
	"	21	Dacre Castle A S P J
	May	8	Shimosa A S P
	"	18	Indradeo C J
	"	26	Inverclyde A S P J
	June	30	Jeseric A S C K J
	July	3	Indrani P J
	"	21	Burmese Prince S P J
2551	"	26	St. Patrick C J
	Aug.	7	Aragonia S P F J
	"	20	Matoppo S P J
	"	25	Muncaster Castle C K J
	Sept.	12	Egremont Castle S C J
	Oct.	5	Poleric A S P C J
	"	27	Indramayo C J
	Nov.	8	Indraghiri A S P
	"	23	Indradeo S P J
	"	24	Shimosa C J
2552	Dec.	8	Ambria S P J
	"	14	Inverclyde C J

27 Steamers

	"	9	Montrose

WRITING CL

1913

			2553
Jan.	4	Welsh Prince C K J	
"	11	Suruga S P K	
"	16	Indrani C	
Feb.	9	Jeseric P	
"	16	City of Baroda C	
Mar.	3	Wray Castle C	
"	16	Aragonia P	
"	25	Mineric C	
Apl.	1	Egremont Castle P	
"	24	Indraghiri C	2554
May	7	Indrawadi P	
"	10	Satsuma C	
"	20	Indradeo P	
June	5	Afghan Prince P	
"	14	Ambria C	
"	27	Shimosa C	
July	4	Inverclyde P	
"	15	Poleric C	
"	22	Suruga P	
"	25	Indrani C	
Aug.	23	Muncaster Castle P	2555
Sept.	6	Indra P	
"	12	St. Patrick C	
"	26	Indrakuala C	
Oct.	8	Shirley P	
"	25	Egremont Castle P	
Nov.	15	St. Theodore C	
"	20	Indraghiri P	
Dec.	5	Aragonia C	
"	15	Indradeo P	
"	24	Karema C	
"	25	Ambria C	2556

32 Steamers

China (C) run is ordinarily Hong Kong. Shanghai, Kobe, Yokohama, Philippine (P) run is ordinarily Aden, Singapore, Manila and possibly Japan.

14119

SE TO EDGE